

**EIGHTEENTH
BIENNIAL REPORT
OF THE
STATE ROAD DEPARTMENT
OF THE
STATE OF FLORIDA**



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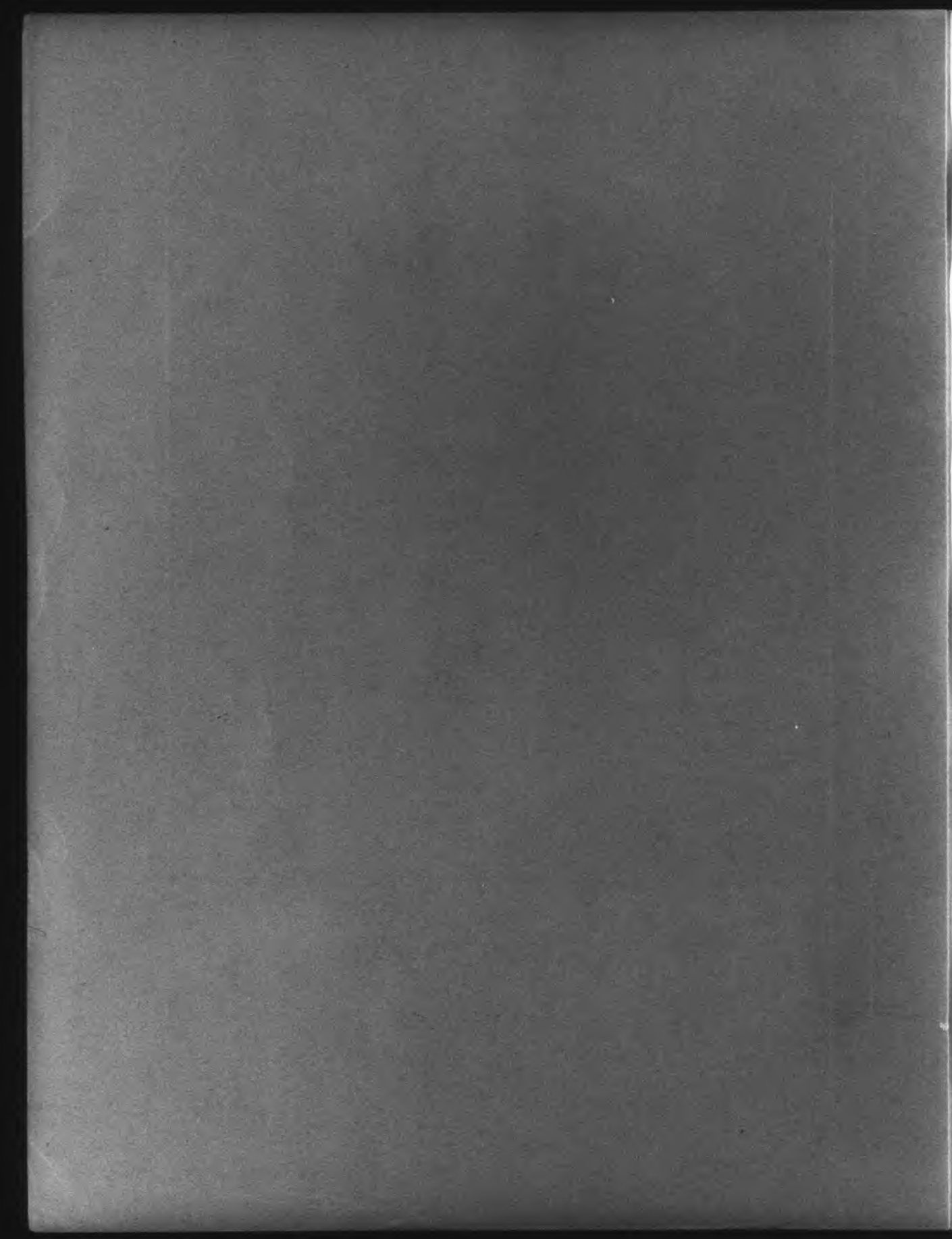
For the Period

Beginning January 1, 1949

and

Ending December 31, 1950

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BOARD MEMBERS, SECRETARIES AND RESIDENT ATTORNEY

Photograph above shows members of the Administrative Staff as follows: Left to right, Louis Fraleigh, Assistant Secretary; Ralph M. Hartsfield, Secretary; Board Members, Trusten P. Drake, Jr., Ocala; Marion G. Nelson, Panama City; Alfred A. McKethan, Chairman, Tallahassee and Brooksville; J. Glover Taylor, Jacksonville; Merrill P. Barber, Vero Beach; Sam P. Turnbull, State Highway Engineer; David V. Kerns, Resident Attorney.—Not appearing in photograph is John W. McWhirter, Attorney, of Tampa.

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OFFICERS:
ALFRED A. MCKETHAN
Chairman
SAM P. TURNBULL
State Highway Engineer
RALPH M. HARTSFIELD
Secretary
JOHN W. MCWHIRTER
Attorney



STATE ROAD DEPARTMENT OF FLORIDA

TALLAHASSEE

March First

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Honorable Fuller Warren
Governor of Florida
Tallahassee, Florida

Dear Governor Warren:

In compliance with the statutes, it is my pleasure to submit herewith the Eighteenth Biennial Report covering the work of the State Road Department during the calendar years 1949 and 1950.

Road construction and maintenance activities have continued at a rapid pace and during this biennium the Primary State Maintained System has increased from 8,950 miles to 9,413 miles.

The Secondary Roads Assistance Act passed by the extra session of the 1949 Legislature provided that the 7th cent of gasoline tax be used for construction and maintenance of a system of Secondary or Farm to Market Roads. In order to further this program in every way possible the Department certified to the officials of the sixty-seven counties that all accruing surplus funds as well as all allocated Federal Aid Secondary funds would be thrown into the program. A formula for pro-ration of funds was worked out and each county was advised of the estimated amount it could expect to have spent on construction, maintenance and, if necessary, right-of-way. The technical personnel deserves much credit for handling the tremendous task of getting this program underway without retarding necessary work on the Primary System. During 1950 at least one project was placed under construction in each county and by the end of the year there were 633 miles of Secondary Roads under State Maintenance.

During this period the Department invested 63.9 million dollars for construction and 16.8 million dollars for maintenance. Of this 14.5 million dollars were invested on Secondary road construction and 112 thousand dollars for Secondary maintenance.

In preparing the current year's budget of over 108 million dollars it can be seen that the State Road Department is going forward and making every effort to meet the demands of constant and rapid increase in traffic on our highways. This budget is being submitted separately. Unless interrupted by conditions of emergency the incoming biennium is expected to experience the greatest roadbuilding program in the history of our State.

Cordially,

Alfred A. McKethan
Alfred A. McKethan
Chairman

MEMBERS
ALFRED A. MCKETHAN
BROOKSVILLE, FLA.
J. GLOVER TAYLOR
JACKSONVILLE, FLA.
MARION G. NELSON
PANAMA CITY, FLA.
MERRILL P. BARBER
VERO BEACH, FLA.
TRUSTEN P. DRAKE, JR.
OCALA, FLA.



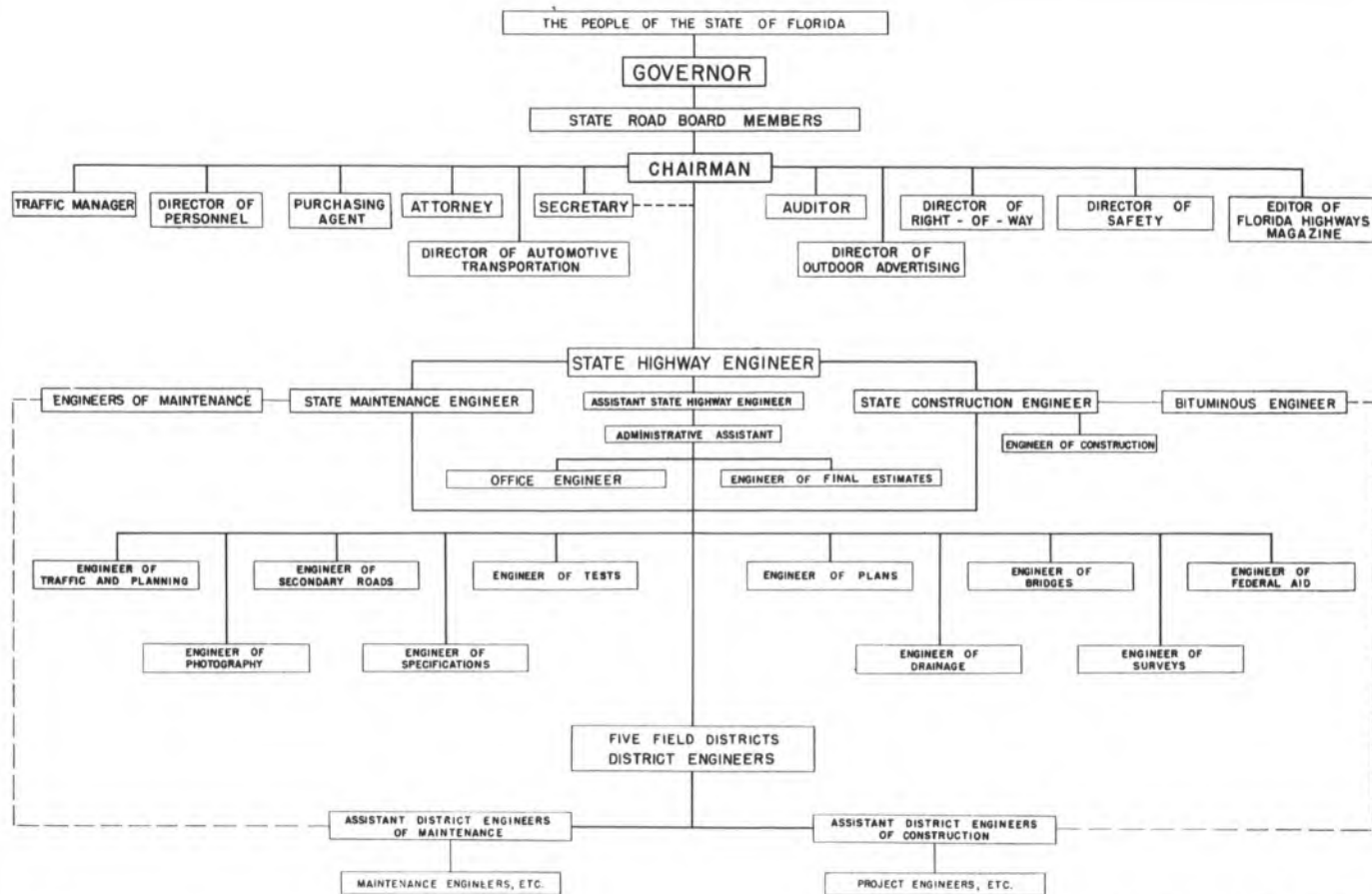
ORGANIZATION

The State Road Department was created in 1915 by an Act of Legislature and organized in accordance therewith in October. The five members of the Department are appointed by the Governor, one from each Congressional District as defined and limited on June 9, 1937. The terms of office of the members begin and run concurrently with the regular terms of office of the successive Governors of the State. The Board is required by law to meet quarterly at the State Capital to conduct the affairs of the Department. At the first quarterly meeting of the year the Board elects one of its members as Chairman, and he is the Chief Executive Officer and is on duty at all times with official residence in Tallahassee. The Department operates with earmarked tax funds subject to annual budgets adopted after hearing and advertisement. The Board also selects a Secretary, a State Highway Engineer, a General Auditor, an Attorney and employs such other engineering and clerical help as required. The organization chart on the next page shows lines of authority and responsibility set up for carrying out the duties, and the personnel list on page 5 shows the officers, engineers and employees directing and supervising the functions of the Department.

To carry on the work more efficiently, administrative offices have been set up in each of the Five Districts from which the Board Members are selected, with a District Engineer and staff in charge. For carrying out maintenance operations each District is divided into 3 to 4 maintenance areas with area headquarters at which are located an office, shop and warehouse.

The schedule below lists the counties comprising the five Districts and 17 Maintenance Areas and the headquarters of each.

DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5
Bartow	Lake City	Chipley	Ft. Lauderdale	DeLand
<i>Bartow</i>	<i>Lake City</i>	<i>DeFuniak Springs</i>	<i>Ft. Lauderdale</i>	<i>DeLand</i>
Highlands	Baker	Escambia	Broward	Marion
Polk	Columbia	Holmes	Palm Beach	Volusia
	Dixie	Okaloosa		
<i>Tampa</i>	Hamilton	Santa Rosa	<i>South Miami</i>	<i>St. Augustine</i>
Hernando	Lafayette	Walton	Collier	Flagler
Hillsborough	Madison		Dade	Putnam
Pasco	Suwannee	<i>Panama City</i>	Monroe	St. Johns
Pinellas	Taylor	Bay		
		Calhoun	<i>Ft. Pierce</i>	<i>Leesburg</i>
<i>Arcadia</i>	<i>Baldwin</i>	Gulf	Indian River	Citrus
DeSoto	Bradford	Jackson	Martin	Lake
Hardee	Clay	Washington	Okeechobee	Sumter
Manatee	Duval		St. Lucie	
Sarasota	Nassau	<i>Tallahassee</i>		<i>Cocoa</i>
		Franklin		Brevard
<i>Ft. Myers</i>	<i>Gainesville</i>	Gadsden		Orange
Charlotte	Alachua	Jefferson		Osceola
Glades	Gilchrist	Leon		Seminole
Hendry	Levy	Liberty		
Lee	Union	Wakulla		



ORGANIZATION CHART

FLORIDA STATE ROAD DEPARTMENT

ALFRED A. McKETHAN, Chairman
Member District 1 (Brooksville), Tallahassee

J. GLOVER TAYLOR, Member
District 2, Jacksonville

MERRILL P. BARBER, Member
District 4, Vero Beach

MARION G. NELSON, Member
District 3, Panama City

TRUSTEN P. DRAKE, JR., Member
District 5, Ocala

RALPH M. HARTSFIELD, Secretary

JOHN W. McWHIRTER (Tampa),
Attorney

DAVID V. KERNS,
Resident Attorney

W. A. WILLIAMS, Auditor

SAM P. TURNBULL	State Highway Engineer
SCOTT REYNOLDS	Asst. State Highway Engineer
H. W. OVERSTREET	Administrative Assistant
A. V. SHELTON	State Construction Engineer
FLEMMING SEAY	Engineer of Construction
A. H. FREER	Bituminous Engineer
W. A. KRATZERT	State Maintenance Engineer
R. C. BANNERMAN, JR.	Engineer of Maintenance (N. Florida)
E. C. DeGARMO	Engineer of Maintenance (S. Florida)
C. H. JEFFORDS	Office Engineer

DIVISIONS

W. E. DEAN	Engineer of Bridges
C. H. REGISTER	Engineer of Plans
W. M. PARKER	Engineer of Traffic & Planning
H. C. WEATHERS	Engineer of Tests (Gainesville)
FRANK D. SANDERS	Director of Right-of-Way
FRANK GILES	Director of Personnel
JOE BURNETT	Director of Outdoor Advertising

DEPARTMENTS

CHARLES HOPKINS	Engineer of Federal Aid
HORTON BUCHAN	Engineer of Secondary Roads
J. F. DANIEL	Engineer of Surveys
A. L. WEST	Engineer of Drainage
J. B. WADSWORTH	Engineer of Specifications
A. WADE BLAKE	Engineer of Photography
L. K. IRELAND	Purchasing Agent
F. E. HARRISON, JR.	Traffic Manager (Railroad)
ALTON REVEL	Director of Safety
R. R. WHITMORE	Director of Auto Transportation
JOHN McMULLEN, Editor	Florida Highways Magazine

DISTRICTS

H. E. LEWIS, District Engineer	District No. 1—Bartow
JOHN R. SLADE, District Engineer	District No. 2—Lake City
G. L. DICKENSON, District Engineer	District No. 3—Chipley
J. M. WATSON, District Engineer	District No. 4—Ft. Lauderdale
W. A. SWEAT, District Engineer	District No. 5—DeLand

U. S. BUREAU OF PUBLIC ROADS

B. P. McWHORTER, Division Engineer	Atlanta, Ga.
R. B. SMITH, District Engineer	Tallahassee

HIGHLIGHTS IN GROWTH OF STATE ROAD SYSTEM AND EXPANSION OF STATE ROAD DEPARTMENT OPERATIONS

1915 – State Road Department Created by Statute. The State Road Department was organized to assist the then existing 52 counties which were responsible for improving and maintaining roads, by supplying maps and information on best road building techniques and material; financed by 15% of the automobile registration fees, then collected by the counties.

The Road Department consisted of five members appointed by the Governor, one each from the four Congressional Districts and one from the State at large, with terms of the first appointees ranging from one to four years, and those of their successors being four years, so that experienced members would be on the Board at all times.

1916 – First Systematic Federal Aid for Roads. Congress passed Bankhead Act allocating Federal funds to states on basis of area, population and post road mileage for aid in building post (rural mail) roads, with requirement that such funds be matched by the state and that the state have a State Road Agency of adequate authority and responsibility.

Important conditions attached to the Federal Aid were (1) that Federal payments not exceed \$10,000 a mile, (2) could not be used inside municipal limits, and (3) that the improved road be maintained by the state.

The state had no matching funds or authority to build roads so its 1916 allocation of \$55,976.27 under the Bankhead Act was reassigned to the counties, \$32,000 going to Okaloosa, Columbia, Baker and Nassau counties for improvement of the main east-west route (the Spanish Trail), and the balance to Columbia and Alachua for use on the main north-south (Dixie) highway.

1917 – State Road Department Made Roadbuilding Agency. To take advantage of the Federal Bankhead Act the State Legislature (1) re-created the State Road Department with authority to establish a system of state and state-aid roads and to engage in road construction, (2) provided for a ½ mill ad valorem levy to raise matching funds and (3) provided for a maintenance fund of 15% of the motor vehicle license fees. A separate act authorized Road Department to use up to 300 able bodied state convicts in constructing or maintaining roads.

The State Road Department followed the Federal Government's lead of building only rural roads.

This was sound wisdom at the time as city streets were comparatively much more nearly adequate for the growing automobile travel.

The Department also established policy of requiring the counties to furnish right of way for state roads.

1918 – State Road System Established, Construction Begun. Construction funds began to accrue in January, reaching a total of \$475,000 for the year, but the Department had no equipment and wartime economy made roadbuilding material scarce or unavailable, labor in such short supply that women (called Victory Girls) were used in road maintenance and contractors, who were busily engaged in war work, heedless of invitation to bid on road contracts. Nevertheless, the Department designated a State System of trunkline roads embracing 1,112 miles, assigning each road an identifying number, completed surveys, plans, specifications and estimates for 804 miles of road and 12 bridges and initiated construction (mostly of sand-clay or local rock) on 17 projects totaling 137 miles.

Motor Vehicle Registration Reached 46,000 and Gasoline Consumption 21 Million Gallons.

1919-20 – State Road System Expanded – Construction Tempo Increased. The State Road System was increased to 3,744 miles. The building program gained momentum as income increased and the War Department made surplus automotive equipment available to states following end of World War I. State gasoline inspection tax allocated to roads. Per-mile limit on Federal payments increased from \$10,000 to \$20,000.

1921 – First State Gasoline Gallonage Tax Imposed; 1¢ a Gallon. The Legislators probably little realized they had struck the vein of a veritable bonanza in state taxing sources. This easily collected tax gradually changed the conception that the financial responsibility for highways should be borne by the general taxes to the belief that the highway user should pay the bill.

Federal Aid System Established. Congress passed act authorizing establishment of a Federal Aid System of highways consisting of 7% of the rural road mileage in each state, to be selected by the state officials subject to approval of U. S. Secretary of Agriculture, upon which system all Federal funds were to be expended. This entitled Florida

to 1,928 miles. Federal road allocations continued on basis of area, population, and post road mileage, subject to matching by the state. Per-mile limit of Federal payments increased.

Population of Florida Passed One Million, Motor Vehicle Registration reached 98,000 and Gasoline Consumption 52 Million Gallons.

1923 - First Preferential System of State Roads Set Up by Legislature. The Legislature established a First Preferential System of State Roads embracing 3,908 miles, most of which had already been designated as State Roads by the Department, to be improved before other roads in the state. The legislature reserved to itself the right of all future state road designations.

Gasoline Tax Increased to 3¢ a Gallon. Proceeds of 2¢ a gallon were allocated to the State Road Department and 1¢ was divided equally between the counties.

Approval Received on Federal Aid System of 1,833 Miles. Out of 1,928 permissible miles recommended by Florida Department the U. S. Secretary of Agriculture finally approved 1,833 miles which became the original Federal Aid Primary System in the state.

1924 - Demand for Improved Roads Urgent as Florida Boom Grows. The State Road Department was not able to build hard surface roads at the pace demanded by the expanding development of the state out of the current revenue (though it had grown to \$4.5 million in 1923 and reached \$6.7 million in 1924) and was prohibited from bonding for road funds.

Counties Bond to Obtain Road Funds. To supply the critically needed all-weather roads at the pace demanded by the expanding boom the counties voted road bonds in increasing numbers and amounts. Total for the boom period was something like \$175,000,000 and the debt bore high interest. Some of the proceeds were turned over to the Department but most were used by the counties themselves building roads, many miles of which were poorly aligned, weak and too narrow, because the urgent need was for quantity and not quality.

Federal Receipts Reach \$1,000,000 for First Time.

1925 - Second Preferential System of State Roads Established. This brought the aggregate length of the system to 5,950 miles. This Designated System formed a reservoir from which the Department selected the most important roads for improvement as funds permitted, and for maintenance. When so

selected they became the property of the state and formed what is known as the State Maintained System.

By the end of 1925 the Department had constructed 1,158 miles of road and 44,798 feet of bridges at a cost of \$26,468,000 and had 1,270 miles under maintenance.

Gas Tax Increased to 4¢ a Gallon; 3¢ for Road Department.

1926 - Real Estate Boom Over. Contractors turned to highway work. Roads under state maintenance increased to 2,200 miles. Motor vehicle registration hits record of 448,000 and gasoline consumption 286 million gallons.

1927 - Highway Construction by Department Reaches Peak. Construction expenditures reached \$20,611,000, almost double that for any previous year.

The legislature added 2,574 miles to the State Designated System, bring total to 8,524 miles, of which 2,795 were under Department maintenance.

First Diversion of Highway User Tax. An emergency tax of 1¢ a gallon on gasoline was imposed for two years and distributed two-thirds to public schools and one-third to institutions of higher learning. This tax has been re-imposed every biennium since and continues to be diverted to non-highway purposes.

Ad valorem Tax Support Withdrawn from State Road Department.

Gasoline Inspection Tax Withdrawn from Road Department.

1929 - Gas Tax For Road Department Reduced to 2¢ a Gallon. Following collapse of boom real property values became so depressed that road bond payments could not be met. To aid the counties with this oppressive burden the legislature appropriated 2¢ of gas tax to the counties for road debt payment, taking 1¢ away from the Road Department. (One cent of the gas tax distributed to counties in proportion collected held legal, but distribution of 2nd cent in proportion to road debt held unconstitutional.)

State Board of Administration Created to Administer County Road Debt Retirement.

County road and bridge debts at the time totaled \$161,000,000 in principal and \$135,000,000 in interest to maturity.

Legislature Sets Up a Third Preferential System State Roads. The Maintained System had grown to 3,254 miles.

1931 - Gasoline Tax Increased for Road Department and County Road Debt Retirement. The Road Department was allocated First Gas Tax of 3¢ and a Second Gas Tax of 3¢ was distributed to the counties on basis of area, population and contribution to State Roads, under legal justification of reimbursing counties for roads they had built which had previously been designated State Roads. Audit made to establish county credit for repayment showed total of \$107,688,461.99 due.

Motor Vehicle License Fees Diverted from Road Department to Schools. These license fees, used to support State Roads since 1918, had come to average about \$3 million a year.

State Designated System increased to 10,411 miles of which 5,091 were maintained.

Congress Appropriates Emergency Funds for Roads. To aid in economic recovery of nation, Federal funds were appropriated for roads, and for the first time these funds permitted to be used inside municipal limits. These emergency allocations continued throughout depression.

1933 - Kanner Bill Authorized Use of 2nd Gas Tax to Buy Depreciated County Road Bonds.

Many special acts and population laws passed permitting diversion of Second Gas Tax to alien purposes.

1934 - Congress Passed (Hayden - Cartwright) Act Prohibiting Diversion. Highway user tax diversion increased at such alarming rate during depression that Congress passed a law declaring it "unfair and unjust to tax motorists for other than highway purposes" and provided a penalty of up to one-third of any state's share of Federal Aid for violation of act.

1936 - Congress Appropriates Earmarked Funds for Secondary Roads.

Federal Allocations made for Eliminating Railroad Grade Crossings, Not Required to be Matched by State Funds.

State Highway Planning Surveys Established. These agencies under cooperative control of Public Roads Administration and State Road Departments were organized and are used to assemble economic, fiscal, traffic and physical inventory data relating to roads, and to use such information as a basis of sound planning for future highway development.

1937 - Governor's appointees to State Road Department are Selected One from Each Congress-

sional District Which Now Numbered Five instead of One from the State At Large.

1938 - Federal Highway Act of 1938 Authorizes Use of Funds for Roadside Development.

1939 - Attempt Made to Increase County Road Credits. County road credits set up by the 1931 audit were becoming exhausted while road bonds were far from being retired. The legislature passed bills allowing the counties credit for roads they had built which had been designated as state roads since 1931, and for interest on road building funds. These bills were vetoed by the Governor.

1941 - Constitutional Amendment Pledging 2¢ Gas Tax to County Road Debt Retirement Proposed. Legislature first passed bills adding \$349,000,000 to county credits to insure continued participation in gas tax distribution, then enacted administration's proposal of Constitutional Amendment pledging 2¢ gas tax proceeds to the counties for retirement of old debts for a period of 50 years, with surplus over debt requirement to be spent for roads in county where funds accrued; 80% by Road Department for construction of State Roads and 20% by counties for construction or maintenance of roads.

As a basis for establishing county credits, thousands of roads were designated as State Roads by the legislature, the total so designated in session being 18,304 miles.

First Gas Tax for Road Department Increased to 4¢ Conditioned on Ratification of Gas Tax Amendment.

Road Department Made Responsible for Improvement, Construction and Maintenance of Municipal Connecting Links, Adding 309 Miles of Arterial Streets to the Maintained System.

Terms of Road Department Members Made Concurrent With That of Governor. For several past quadrennial changes in administration the new governors had made a practice of installing a completely new Board, ignoring the legal provisions for staggered terms which would insure hold-over members. This legislature made the custom legal.

Department publishes pamphlet calling attention to importance and growth of State Maintained System and citing failure of a large part of the county roads built in the boom and taken over by the Department.

Survey Reveals Need of \$125,000,000 of Improvements to Renovate State Maintained System.

Vehicle Miles of Travel in Florida Reaches 5,000,000,000.

President's Inter-regional Highway Committee Recommends 40,000 Mile System of Inter-regional Highways; Calls Attention to Need of Relief on Congested Urban Highways.

Congress Passed 1941 Defense Act Appropriating Money for Strategic Network and Military Access Roads.

War Declared.

1942-45 - World War II Slows Highway Program. Gasoline and tires were rationed, automobile production suspended and highway improvements limited to those contributing to war effort.

Traffic volume declined but heavy military and commercial traffic increased, causing further damage to already deteriorated State Maintained System.

Gas Tax Amendment (Section 16, Article IX) Ratified by Voters. This amendment pledging 2¢ of the gas tax to county road debt retirement for 50 years and recreating the State Board of Administration as a Constitutional State Agency with full authority over county road bonds, to a great extent relieved the counties of the burdensome road debt. In spite of declining gasoline consumption (which reached 30% below 1941 level) only a few counties had to levy ad valorem tax to supplement the gas tax receipts in order to meet debt requirements.

Revenue Used to Acquire Toll Bridges and Roads. Though Road Department revenue declined restrictions on road building resulted in surplus revenue. This was used to acquire toll bridges and roads. With the Federal Government aiding because of their contribution to the war effort, Gandy Bridge and Davis Causeway between Tampa and the Pinellas peninsula were acquired and freed from tolls. Escambia County acquired and freed the Pensacola Bay Bridge, utilizing surplus gas tax funds pledged by the new Constitutional Amendment.

All County and City owned bridges which connected State Maintained Routes and on which bonds were outstanding were acquired by the state on lease-purchase agreements whose consideration covered debt retirement needs.

The Overseas Highway to Key West was completed under program to improve strategic network and military access roads.

In 1944 Congress Passed the Postwar Highway Act. This act appropriated the unprecedented

amount of \$500,000,000 a year for the first three postwar years. It approved the Interstate System of 40,000 miles recommended by the Inter-regional Highway Committee. Two other precedent shattering provisions of the act were that (1) part of the allocation was earmarked for urban highway improvement and (2) the funds could be used to pay up to one-third of the cost of right-of-way acquisition.

Under this act, Florida was entitled to \$7,004,000 of Federal Aid each year for the first three postwar years, earmarked for use as follows: \$1,600,000 for urban highway development, \$2,168,000 for Federal Aid Secondary roads and \$3,236,000 for use on the Federal Aid Primary System, including Interstate Routes which total 1,140 miles in the state.

War was terminated in August and Federal postwar allocation under 1944 Act became available shortly thereafter.

Gasoline rationing and other restrictions on highway travel ended.

1946 - Department Re-tools for Major Improvement Program. Though Department finances were ample the Department was not able to swing into a full fledged construction program.

The increase in highway travel and gasoline consumption was phenomenal in consideration of the 3-year suspension in manufacture of automobiles and automobile supplies. Department income from state sources increased proportionately, as it derived from the gas tax. Gasoline consumption reached an all time high of 522 million gallons and Department income topped \$25 million.

It took time to convert money into road improvements. The Department had operated during the war with a skeleton force of technicians, so preparation of plans and specifications were in arrears. Material (especially steel) and equipment continued in short supply. Nevertheless, construction expenditures totaled \$13,770,000, reflecting an increase of more than \$4,000,000 over the previous year, and work under contract by the year's end augured well for the future program.

Year ended with \$23 million balance in road funds.

Tampa Metropolitan Area Survey completed.

1947 - Postwar Improvement Program Hit Full Swing. Department expenditures for construction and maintenance reached an all-time high. Total for construction was \$33,139,000 and

for maintenance \$5,440,000. Income reached a peak of over \$31,000,000 but total expenditures exceeded \$41,000,000, which caused a reduction of almost 50% in the reserve fund. Commitments for work under way at end of year totaled \$23,791,000.

Motor Vehicle Registration reached 703,000, Gasoline Consumption 590 million gallons and Vehicle-miles of Travel approximately 8.4 billion.

During this period the 67 counties spent approximately \$3,000,000 for construction and \$6,800,000 for maintenance, and the cities' expenditures were practically equal to that of the counties. On road debt the counties (using mostly Second Gas Tax proceeds) paid \$8,700,000 and the cities \$6,600,000.

The Department initiated a program of Wayside Park Development.

New State Road Department Building Started.

The Department completed 305 jobs, some of which were begun in previous years, improving 1,112 miles of road and 9,200 feet of bridges at a contract or estimated cost of \$21,336,000.

Improvement Commission empowered to issue County Road Bonds pledging 80% Surplus Gas Tax. Any state road in the county is eligible for improvement with such funds but the Department had to guarantee completion of the project within the estimate it provides and maintenance of the facility after completion until the bonds are retired.

1948 - Improvement Program Continues at Rapid Pace.

Construction expenditures for year total \$33,345,000. Maintenance costs were again high, totaling \$8,353,000 for the year. Commitments for work under way at end of year were \$15,767,000.

The Department completed 174 construction jobs at an estimated cost of \$21,751,000 improving 748 miles of road and 14,000 feet of bridges.

Highway travel, gasoline consumption and Department income continued to increase. Vehicle-miles of travel reached nine billion, motor vehicle registration climbed to 779,000, and gasoline consumption 633 million gallons. Since a gasoline gallonage tax was first imposed in 1921, more than one-half billion dollars have been collected. Only 252 million have been allocated to the Road Department.

Though Department income broke previous records by exceeding \$35 million, all reserve funds were exhausted and the year ended with no funds

on hand except restricted 80% county surplus funds.

In the 1947-48 Biennium more than one-fourth of the Department maintained mileage was improved.

Department moved into new home which the Cabinet named the Spessard Holland Building.

The Improvement Commission County Road Bond Program continued to expand. By the end of the year surplus was accruing to 47 counties, making them eligible to participate. Resolutions indicating desire to do so had been filed by 23 counties, while 17 counties had bonds aggregating \$11,237,000 approved and \$7,851,000 of bonds for 12 counties had been issued. The State Maintained System had grown to 8,950 miles.

1949-1950 - Motor vehicle travel, car registration and population continued to increase. Total vehicle miles of travel for 1950 exceeded 10 billion.

A significant reversal in the long time increasing trend of motor vehicle impost diversion occurred when the Extraordinary Session of the 1949 Legislature allocated the Seventh Cent gasoline tax on a continuing basis for highway use. The yield from this Seventh Cent is distributed among the counties on a basis of area, population and contribution to state roads, as in the Constitutional Amendment regarding the Second gas tax. However, it is all allocated for current highway use; 80% of each county's share coming to the Road Department for acquisition of right of way, maintenance, construction and debt payment on State designated roads. The County Commissioners have the right to designate the roads to be constructed and to determine the purpose for which the funds can be expended. The remaining 20% of each county's share is paid directly to the County Commissioners for use on local roads.

The Road Department made possible an expansion of this Secondary Roads Assistance Program by agreeing to use the 80% surplus Second gas tax according to County Commissioners' directions and on secondary roads and by distributing the Federal Secondary funds among the counties on a fixed formula basis.

In conjunction with the establishment of the Secondary Road Program, the Department set up a system of primary roads which included all the roads then under State maintenance and for which the mileage would be restricted to not more than 10,000 miles. A system of approximately 10,000 miles of secondary roads was set up with the pro-

vision that if these roads were improved the mileage could be increased, in proportion, in each county.

Beginning in 1950, after the initiation of the Secondary Road Program, the Board began a plan of holding extended budget hearings, covering a period of approximately two weeks, in order to

give the County Officials ample time not only to present their requests but to discuss them.

During 1950 highway construction reached an all-time high, with construction projects being prosecuted in every county of the State. At the end of the year, work involving \$51,227,129 was under way.

STATE HIGHWAY ENGINEER'S REPORT

SAM P. TURNBULL, *State Highway Engineer*

Since detailed data on construction and maintenance operations are given elsewhere in the biennial report we will repeat only the overall figures. Construction was initiated on 2,141 miles of roadwork and 29,235 feet of bridges at an estimated cost of \$76,428,573.00. Actual expenditures for construction during the biennium totaled \$63,891,454.75. Actual expenditures on maintenance during the past two years totaled \$16,676,980.16.

A greater volume of work has been initiated during this biennium than during any other two-year period in the history of the department. This was made possible with funds made available by the Secondary Road Assistance Act of the 1949 Legislature and by greater revenues accruing to the Department from increased gasoline consumption. Other important factors enabling a larger program of road work include emphasis on the use of local materials, and standards of construction commensurate with the type and amount of traffic using the road.

Emphasis has been given to replacing old timber bridges, which have served their useful life and are now obsolete. Many of these bridges have been replaced but the problem is enormous considering the fact that over 1400 timber bridges existed on our primary system at the beginning of the biennium.

We have endeavored to increase our technical personnel and have made some progress notwithstanding the scarcity of qualified engineers. Difficulty has been encountered in competing with

private industry due to the higher pay scale prevailing for private work.

Our convict camp facilities are being modernized and replaced with more permanent buildings. This has resulted in more efficient operations and more work accomplished per man hour of convict work.

The traffic and planning division has been expanded, particularly the mapping and traffic survey activities. At the present time we are making a traffic survey in the City of Miami, to determine future highway needs.

Work has been started on the Lower Tampa Bay bridge project between Pinellas and Manatee counties. Work has also been started on the Jacksonville Highway Improvement Program on which contracts have been let for the Arlington bridge.

Other major work of interest to the entire state are programs initiated for the improvement of U. S. 90 (State Road 10) between Pensacola and Jacksonville; U. S. 19 (State Road 55) between Tallahassee and St. Petersburg; State Road 50, which is the cross state highway via Orlando; U. S. 27 (State Road 25) between Leesburg and Miami; U. S. 441 (State Road 25) between the Georgia line and Ocala; U. S. 1 (State Road 5) between the Georgia line and Miami; U. S. 41 (State Road 45) between Tampa and Ft. Myers; and on State Road A1A along the extreme east coast of the state.

We look forward to further constructive work on a long range program of necessary road and bridge construction during the next biennium.

THE SECONDARY ROAD PROGRAM

HORTON BUCHAN, *Engineer of Secondary Roads*

A significant development of this biennium was the initiation of a Secondary Road program. Following passage of the Secondary Roads Assistance Act at the 1949 Extraordinary Session of the Legislature, this program was worked out by Representatives of the State Road Department, the State Association of County Commissioners and the State Association of County Attorneys at a meeting in the House of Representatives Chamber on December 15, 1949. The program was unanimously approved by county commissioners and legislative representatives from all the State.

The following outline of the program which was presented at the meeting of December 15, 1949, will best explain the Secondary Road plan.

"The State Road Department proposes a plan which will permit the expenditure of \$13,800,000 on county administered, state designated roads in 1950, and \$36,700,000 on such roads in the next three years of the present administration.

"The plan is made possible largely by the Secondary Roads Assistance Act passed by the 1949 Extraordinary Session of the Legislature, which allocates the seventh cent gas tax for highway purposes. The 80% of this tax which accrues to the Road Department will produce about five and one-half million dollars a year. This is distributed for the use of each of the 67 counties on the basis of area, population and contribution to State roads. The amount of these funds available for each county will, when combined with other funds the department plans to allocate for such use, be sufficient to finance a substantial improvement program in every county each year.

"The 80% seventh cent gas tax funds accruing to the department for the benefit of the 67 counties may legally be used for (1) construction of state roads, (2) maintenance of state roads, (3) acquisition of right of way on state roads, (4) lease or purchase of bridges connecting state roads, and (5) payment of county road and bridge debts.

"It is the purpose of the department to encourage the use of a maximum portion of these funds for the paving and improving of secondary roads. Not since the boom days of the 1920's has any substantial program of secondary road improvement been possible. First, the burdensome road and bridge debt of the twenties, then the homestead exemp-

tions operated to prevent such a program. The department looks on the secondary road act as a mandate of the legislature that this situation be remedied.

"Feeling that this phase of our road development had been sadly neglected, the Road Department has, since early in this administration, been making studies to determine how secondary road development could be advanced. That is why the department was glad of an opportunity to support legislation giving the seventh cent to roads, and earmarking such revenue specifically for secondary roads.

"The department proposes to do seven things to support such a program:

"First: It will establish a system of secondary roads made up of the most important county roads. There are 31,000 miles of roads under county administration. Of these, approximately 5,500 miles have been recommended for Federal Secondary System. The department proposes that this system be adopted as the first increment of the State System of Secondary Roads, to be scheduled for the earliest improvement.

"It is most important that the State Secondary System be common with the Federal Secondary System in order that Federal Secondary funds be available for improvement of the routes. The matching federal funds will provide two dollars worth of highways for every dollar of state and county funds expended in construction.

"We know, however, that some of the routes approved for this Federal Secondary System are not the ones most urgently desired by the county officials. In cases where routes now approved or recommended for the Federal Secondary System are not the ones most urgently in need of improvement nor the ones whose improvement will render the greatest service to the county and the state, we pledge our full cooperation in having such selections reviewed and revised. In this plan for revision, we have the promised backing of the state and district offices of the Bureau of Public Roads.

"This system of secondary roads may be increased gradually as the first increment in each county is improved, and as Federal Secondary roads on the state maintained system are transferred to the Federal Primary System, so that eventually the Secondary System will embrace 10,000 miles.

"The present state maintained system of 9,000 miles will constitute the State Primary System. The maximum limit of this mileage will be fixed at 10,000 miles and additions to the system will be extremely slow. To support the Primary State System, there will be applied all four cent gas tax income plus Federal Aid Urban and regular funds. Roads developed by F.S.I.C bond issues will be a part of the Secondary System and maintained from seventh cent funds.

"*Second:* The department will allocate Federal Aid Secondary funds to the improvement of secondary roads not on the state maintained system, and will distribute these funds among the 67 counties on a fixed formula basis so that each county will be assured of its equitable share of such funds.

"The formula we propose for the distribution of Federal Secondary funds was adopted after exhaustive experimentation with numbers of factors in an effort to determine the most reasonable allocation to all counties. It embraces four factors, each having equal weight. One fourth of the funds will be divided according to area, one-fourth according to rural population (those residing outside of cities of 5,000 or more), one-fourth according to county road mileage (existing according to our records on December 31, 1948), and one-fourth equally among the counties.

"The factor of rural population will change after each census, such change to be made effective at the beginning of the year following that in which the census is taken. All other factors will remain constant.

"*Third:* The department will allocate to the Secondary Road Development program all 80% surplus gas tax funds which now accrue to the counties receiving such surplus. No surplus accrues to 14 counties, and 15 of those enjoying surplus allocations have pledged it to Improvement Commission revenue certificates, but 38 counties will have surplus funds to support the Secondary Road Improvement program.

"*Fourth:* If agreeable to the counties, the department will take over for immediate maintenance out of the 80% seventh cent funds all of the roads on the Secondary System. Inasmuch, however, as the counties have already adopted a maintenance budget for 1950, the counties might prefer to continue maintenance of this system during the next year.

"There are 13 counties whose income will not be sufficient to match their F.A.S. allocations if main-

tenance of their secondary roads is charged to the 80% seventh cent gas tax. Ten of the counties in this situation are those which have pledged their surplus funds to the retirement of F.S.I.C. revenue certificates, while three have excessive old road and bridge debts and are receiving no surplus second gas tax. Probably these 13 counties would prefer to continue county maintenance of the Secondary System so as to provide the maximum funds for matching Federal Secondary funds and thus get two dollars of highway construction for one dollar expended.

"In all cases it appears desirable that the department take over the maintenance of the secondary roads as soon as they have been paved so that this system will be uniformly maintained and marked as a secondary system.

"*Fifth:* The department will adopt and establish design and construction standards which assure the greatest number of miles of paved roads for the latest amount of money. In other words, the secondary roads will be built to the least expensive standards consistent with the service they are designed to afford, thus spreading out the money as far as it will go. To insure this, the department is establishing the position of engineer in charge of secondary roads.

"*Sixth:* Some 23 counties owe the department for advances made for right of way purchases and so forth. It will be the policy of the department to permit repayment of these advances at such a rate that each county will have sufficient funds to match the Federal Secondary funds.

"*Seventh:* Any county desiring to use its 80% seventh cent gas tax for acquisition of right of way on primary roads, or for debt payment, will not lose its share of the Federal Secondary funds. These funds will be reserved for the benefit of such county, provided it appears that such funds will be matched and used during the period of this Administration—that is, before 1953.

"The department hopes that the policies hereby proposed will be acceptable by the counties. If the department and the counties working together can make this plan a success, there is every reason to believe that succeeding administrations will follow the plan.

"The department has worked up financial and statistical schedules covering secondary road data for the next three years for all the 67 counties. Information concerning each county will be sent to the board of county commissioners for such county.

"A committee of the County Attorneys Association in cooperation with the State Road Department has prepared the form of resolution to be used by the county boards in designating the use of the secondary funds. By statute the county boards are authorized to designate the use of only the 80% seventh cent funds. The Road Department, however, is disposed to grant the county boards this same authority as to 80% surplus gas tax and the Federal Secondary funds. It is requested, therefore, that the County Boards designate the suggested use of *all* of the estimated secondary funds.

"In the past two years, 14 counties have engaged in secondary road development programs financed by State Improvement Commission Revenue Certificates, pledging future surplus second gas tax. It is the Department's hope that, except for actual emergency cases, the counties will follow a plan of development out of current revenue. Objection to the funding program is that in addition to the interest and fiscal costs amounting to 35% of the amount borrowed, which drain the road building funds, this borrowing ties up all surplus for a period of ten or eleven years when the maximum amount is borrowed.

"The counties were previously influenced to follow such a program because the amount accruing to them annually was not sufficient to finance a substantial project. These conditions are now changed due to the addition of the seventh cent gas tax funds, and to the policy of the present Road Department in allocating Federal Secondary funds on a fixed basis.

"In addition to the money accruing to each county from the Secondary Roads Assistance Act, each county will have its pledged share of the Federal Secondary funds. Moreover, 38 counties will have surplus 80% funds to supplement the financing of a development program from current funds.

ANNUAL BUDGET

"The department is required to prepare and consider each January a budget to control its operations for the year, which budget must be adopted in March.

"This means that the county commissioners must prepare their resolutions to control use of the Secondary funds for 1950 not later than the first week in January.

"The budget for the Secondary Road Development Program will be separate and distinct from the Department's regular budget covering the state maintained system.

"The department also urges that the county boards adopt a tentative schedule for 1951 and 1952. Such schedules would, of course, be subject to review and revision in January each year before the adoption of our final budget.

"Each county was invited to come to the tentative budget meeting of the state road board during the last two weeks in January of 1950. A schedule was made showing the date and time allotted each county. This was the first time in the history of the State Road Department in which a plan of such importance has been attempted. Delegations from all 67 counties appeared at these meetings, each delegation being given sufficient time to present its requests for secondary roads by resolution and also time to discuss improvements to the Primary State System. At the close of these meetings a Secondary Road budget was adopted which called for the expenditure of \$14,788,680 on 810 miles of roads comprising 161 individual projects.

"In order to keep the promise of the State Road Board that all of the Secondary Road Budgeted items would be let before the end of 1950 Budget period, these items were given first priority by the Engineers of the Department. By late summer we were pleased to announce that for the first time in the history of the State Road Department, there was at least one project under construction in each of the 67 counties. On December 31, 1950, bids had been received, construction was under way or projects completed on 90% of the Secondary Road Budgeted items calling for the expenditure of \$11,670,230 on 732 miles of road comprising 145 individual projects. Of the remaining 16 projects bids were received on 12 projects in January and February. The four remaining projects were deferred at the request of the counties concerned. The following table gives a recapitulation of the income, expenditures and commitments for the year 1950."

**FISCAL SUMMARY OF SECONDARY ROAD DEVELOPMENT PROPOSAL
ANTICIPATED REVENUE**

Period	80% Surplus 2nd Gas Tax	80% Seventh Cent Gas Tax	Federal Secondary Allocations	Total Secondary Income	Less Estimated Cost of Maintenance	Balance for Construction, R/W, etc.
1950 Balance.....	\$ 1,008,100	\$ 428,300	\$ 1,863,000	\$ 3,299,400	\$.....	\$.....
Income.....	3,262,000	5,393,500	1,939,000	10,534,500	.....	.....
Total 1950.....	\$ 4,210,100	\$ 5,821,800	\$ 3,802,000	\$ 13,833,900	1,163,600	12,670,300
1951.....	3,709,100	5,599,600	1,939,000	11,247,700	1,200,000	10,047,700
1952.....	3,954,300	5,760,000	1,939,000	11,653,300	1,250,000	10,403,300
Total.....	\$ 11,873,500	\$ 17,181,400	\$ 7,680,000	\$ 36,734,900	\$ 3,613,600	\$ 33,121,300

STATUS ON SECONDARY ROAD FUNDS FOR 1950
SUMMARY OF INCOME, EXPENDITURES AND COMMITMENTS

County	SOURCES OF INCOME				EXPENDITURES OR COMMITMENTS				
	80% Surplus	80% Surplus	Federal Aid	Total	Construction	Maintenance	R/W Purchase	Debt Service	Total
Alachua	\$ 106,780.65	\$ 128,096.62	\$ 70,400.00	\$ 198,496.62	\$ 114,115.00	\$ 850.00	\$ 22,900.00		\$ 137,865.00
Baker	188,752.16	31,328.23	40,400.00	178,508.88	162,225.78	1,520.00			163,745.78
Bay	35,646.45	121,982.70	61,500.00	372,234.86	368,894.20				368,894.20
Bradford	355,058.13	38,670.06	35,400.00	109,716.51	132,216.00	1,353.49	961.61		134,531.10
Brevard		93,470.34	71,600.00	520,128.47	526,127.80		2,607.80		528,735.60
Broward	124,318.36	128,495.23	64,500.00	317,313.59	30,000.00	3,800.00	149,078.11	83,262.57	266,140.68
Calhoun	60,252.75	31,302.51	39,900.00	131,455.26	89,285.12		13,608.26	48,438.08	151,331.46
Charlotte		61,704.96	35,700.00	97,404.96	90,225.00				90,225.00
Citrus	118,093.95	18,056.34	38,200.00	205,250.29	158,547.12		9,750.00		168,297.92
Clay	116,807.48	50,872.21	40,100.00	207,579.69	123,440.26	700.00			124,140.26
Collier	743,215.21	114,145.81	53,900.00	911,261.02	924,342.87	700.00			925,042.87
Columbia	101,176.45	63,408.65	55,400.00	219,985.10	146,666.41	800.00	3,200.00	37,617.00	188,313.41
Dade	740,520.04	132,937.64	153,600.00	1,327,057.68	749,040.37		514,240.00		1,263,280.37
De Soto	98,794.54	48,454.93	36,600.00	183,849.47	177,171.56				177,171.56
Dixie	118,963.82	38,207.20	35,100.00	192,271.02	175,408.47	1,300.00		34,895.18	211,603.65
Duval	552,473.59	395,219.04	110,400.00	1,058,092.63	565,047.55	4,240.00	40,000.00	347,409.04	986,696.59
Escambia	292,845.09	179,939.58	100,300.00	573,084.67	257,934.88		20,000.00	179,972.57	457,907.45
Flagler	57,625.38	31,302.52	30,800.00	119,727.90	41,086.31	2,100.00	7,667.86	49,657.62	100,811.69
Franklin	98,236.85	42,746.02	35,900.00	176,882.87	123,569.79		100.00		123,669.79
Gadsden	119,215.14	59,435.53	52,500.00	231,150.67	293,250.30		500.00		293,750.30
Gilchrist	102,475.58	20,868.33	32,500.00	155,843.91	103,458.91	1,760.00	200.00	17,392.60	122,811.51
Glades	167,599.03	41,672.39	32,500.00	241,771.42	192,872.06				192,872.06
Gulf	91,641.09	33,456.21	33,400.00	158,497.30	137,573.48	2,982.00		38,270.80	178,826.28
Hamilton	210,841.56	32,800.43	43,300.00	286,941.99	256,952.65	1,130.00	31,331.24		289,413.89
Hardee		54,530.27	46,700.00	101,230.27	102,669.50				102,669.50
Hendry	162,449.74	57,539.01	38,500.00	258,888.75	235,152.12				235,152.12
Hernando	40,425.20	77,625.20	37,200.00	155,250.40	133,768.26				133,768.26
Highlands	301,688.26	77,520.17	56,600.00	435,808.43	134,858.14	6,000.00	23,000.00	262,046.51	426,004.65
Hillsborough		305,933.92	150,300.00	456,233.92	486,099.53		65,100.00		551,199.53
Holmes	94,828.36	38,798.64	50,500.00	184,127.00	189,401.58				189,401.58
Indian River	80,101.92	47,407.02	38,900.00	166,408.94	344,073.71				344,073.71
Jackson	133,775.40	72,389.86	90,300.00	296,465.26	282,855.51		8,500.00		291,355.51
Jefferson	185,370.07	48,442.06	44,000.00	277,812.13	260,919.98				260,919.98
Lafayette	171,802.35	31,668.95	36,100.00	239,571.30	176,388.82	820.00	11,050.00		188,258.82
Lake	85,154.41	181,488.96	64,700.00	331,343.37	226,277.88		120,877.50		347,155.38
Lee	223,746.07	96,485.52	46,000.00	366,231.59	28,652.36	15,000.00	159,675.25	34,912.50	238,240.11
Leon	81,296.92	87,259.99	60,800.00	229,356.91	107,489.29	8,692.00	47,038.21	34,559.00	197,778.50
Levy	78,859.35	95,559.77	54,500.00	228,919.12	83,220.00		6,000.00		89,220.00
Liberty	176,812.04	36,863.53	36,200.00	249,875.57	270,694.43		5,714.20		276,408.63
Madison	187,011.27	54,433.81	56,900.00	298,345.08	177,459.10	559.52	15,000.00	26,450.18	219,468.80

SUMMARY OF INCOME, EXPENDITURES AND COMMITMENTS (Continued)

County	SOURCES OF INCOME				EXPENDITURES OR COMMITMENTS				
	80% Surplus	80% Surplus	Federal Aid	Total	Construction	Maintenance	R/W Purchase	Debt Service	Total
Manatee	71,565.11	107,922.60	56,600.00	236,087.71	193,767.13		50,000.00		243,767.19
Marion		162,671.45	93,900.00	256,571.45	164,100.00		92,471.45		256,571.45
Martin		57,770.45	35,400.00	93,170.45	88,906.81		4,763.34		93,670.15
Monroe	222,386.73	146,200.52	51,800.00	420,387.25	161,546.36			222,386.73	383,933.09
Nassau	92,319.62	46,442.66	43,700.00	182,462.28	224,070.50	450.00			224,520.50
Okaloosa	88,733.31	68,738.21	58,500.00	215,971.52	119,671.37		1,500.61		151,171.98
Okeechobee	215,060.41	56,478.23	32,000.00	303,538.64	303,538.64				303,538.64
Orange		184,066.96	76,700.00	260,766.96	225,913.80				225,913.80
Osceola	127,794.72	107,768.33	59,800.00	295,363.05	244,145.76				244,145.76
Palm Beach	469,148.01	298,232.06	118,600.00	885,980.07	324,953.55	5,000.00		451,920.99	781,874.54
Pasco		92,589.58	60,500.00	153,089.58	88,628.83	28,600.00			117,228.83
Pinellas		242,068.84	56,700.00	298,768.84	207,495.21	13,000.00	224,695.70		445,190.91
Polk	101,065.50	253,531.67	132,400.00	486,997.17	388,116.30				388,116.30
Putnam		75,308.60	53,500.00	128,808.60	107,110.44		16,587.00		123,697.44
St. Johns		92,383.87	44,400.00	136,783.87	124,828.64				124,828.64
St. Lucie	217,409.99	56,600.38	34,600.00	308,610.37	344,597.52				344,597.52
Santa Rosa	126,144.59	68,500.34	71,100.00	265,744.93	362,048.47		2,000.00		364,048.47
Sarasota		88,417.22	34,700.00	123,117.22	194,463.00				194,463.00
Seminole	40,934.29	64,212.23	43,300.00	148,446.52	80,322.28				80,322.28
Sumter	130,363.30	70,165.46	40,800.00	241,328.76	251,370.86		38,000.00		289,370.86
Suwannee	78,135.37	57,796.16	64,500.00	200,431.53	188,142.00	4,700.00	21,345.51	58,093.00	272,280.51
Taylor	133,369.70	66,822.41	48,200.00	248,392.11	181,649.76	624.00			182,273.76
Union	27,537.11	30,254.61	30,600.00	88,391.72	83,210.77	272.00			83,482.77
Volusia	198,660.81	195,426.91	90,600.00	484,687.72	118,275.00		174,600.00		292,875.00
Wakulla	49,657.88	31,353.94	38,900.00	119,911.82	71,731.63	5,300.00	7,801.04	24,780.00	109,612.67
Walton	88,775.62	76,658.67	66,500.00	231,934.29	238,726.34		3,306.68		242,033.02
Washington	70,828.59	35,237.02	52,100.00	158,165.61	167,677.47		400.00		168,077.47
Totals	\$ 9,114,820.12	\$ 6,428,939.54	\$ 3,802,900.00	\$ 19,346,659.66	\$ 14,488,571.34	\$ 112,253.01	\$ 1,915,871.37	\$ 1,952,064.27	\$ 18,468,759.99

MAINTENANCE GENERAL

WILLIAM A. KRATZERT,
State Maintenance Engineer

Maintenance of highways has become essential to the economy of the nation and to the rapid growth of the State of Florida. More roads are being constructed every year, and with the continuing growth of Florida the demands on our highway maintenance are increasing in direct proportion. Our maintenance department recognizes its responsibility and is organized with the best of personnel, equipment and materials available to see that the roads are maintained as economically and safely as possible.

At the close of 1950 this department had 9,296 miles of roads and 118.2 miles of bridges on the Primary System, and 630 miles of roads and 2.7 miles of bridges on the Secondary System under maintenance. It is of interest to note that of the maintenance mileage on the Primary System only 151 miles remain unpaved. Under these two systems the Primary roads are maintained on a much higher standard than are the roads of the Secondary System. The Secondary System is made up of "farm-to-market" roads. During the past year our cost per mile for maintenance on the Primary System was \$774 as compared to the national average of \$813. Our budget allowed \$200 per mile for maintenance on the Secondary roads.

Besides maintaining the highways, the Maintenance Department is called upon to maintain the driveways and parking areas of the 27 State Farmers' Markets, maintain the pavements within the various state institutions, and maintain the many wayside parks and wayside picnic tables throughout the state.

The Maintenance Department operates under a centralized control headed by the state maintenance engineer, and in turn is coordinated through the five district maintenance engineers, and the seventeen maintenance engineers. Each of these seventeen maintenance engineers has a maintenance unit of approximately 550 miles of roads and bridges under his control and usually covering approximately four counties. (See map at beginning of report for locations of these units). A typical maintenance engineer's organization includes a maintenance office; a warehouse for supplies; repair shop for repairing all types of equipment, automotive and field machinery; a bridge crew; sign

crew; two or more mowing crews; free labor crews; and usually one or more convict camps.

Besides the seventeen maintenance units, the Maintenance Department operates the following state-wide and district units:

(1) A state sign shop located at Lake City, which is equipped with the best modern equipment for the painting and reflectorizing signs used on the highway system.

(2) A state warehouse at Gainesville, which allows the central purchasing of materials in large quantities, to be later distributed among the seventeen maintenance unit warehouses.

(3) Three mobile bridge repair units, headquartered at Orlando, which are equipped to make any repairs necessary to steel and movable span bridges. They are mobile and can move to an emergency job over-night.

(4) Five electrical repair units, one operated and headquartered out of each district office. They handle electrical repairs to all bridges and buildings within the district.

(5) Five greasing truck units, operating from each of the district offices, greasing all movable bridges throughout the districts.

(6) Five large centerline truck units, headquartered from the district offices, and painting all centerlines on the highway. In addition there are seven portable centerline units for painting symbols (R.R. Xings, Stops, School Crossings, etc.) on the pavement.

BRIDGE REPAIRS AND REPLACEMENTS

Several unique improvements have been worked out during the period this report covers in bridge replacements and repairs, such as: precast concrete slab construction; 4-inch poured-in-place concrete deck; 4-inch precast concrete deck; and replacement of small timber bridges with pipe. All of these types of work are done under traffic and without the use of expensive detours.

Pre-Cast Concrete Slab: This design was initiated on the Tamiami Trail (State Road 90) through the coordination of the bridge department, district maintenance engineer and the maintenance engineer. Many small timber bridges had to be



Figure 1. (Tamiami Trail, Sec. 0304, SR 90, Collier Co.) Photograph showing timber bridge prior to replacement with precast concrete slab.



Figure 2. (Location same as Figure 1). Photograph showing placement of the precast slab with 12-inch gap between slabs for pouring in place.



Figure 3. (Location same as Figure 1). Photograph showing finished precast concrete slab.



Figure 4. (Sec. 5201, SR 10, Holmes Co. 2 mi. east of Ponce de Leon). Photograph showing pouring of 5-inch concrete deck in place over existing timber deck.



Figure 5. (Location same as Figure 4). Photograph showing finished pouring of 4-inch concrete deck in place.

replaced, traffic could not be interrupted, and the construction of detours was too costly to consider. This pre-cast slab design was put in operation which provides construction while allowing traffic to pass over the bridge. (See Figures 1, 2 and 3). On this type work, one-half the bridge width is constructed at a time. One lane of the old timber structure is removed, the existing piers are raised with concrete to proper level. In the meantime, individual reinforced concrete slabs three feet wide, 10 inches thick and 15 feet long are being precast in the maintenance yard. These slabs are then hauled to the job site and placed in position, leaving nine inches between slabs for tying the reinforcing steel. This nine-inch gap is then poured with high-early-strength cement and as soon as curing permits traffic is turned over the new lane. The other half of the bridge is constructed in a similar manner. On this type pouring, ready-mix concrete is used where possible to avoid any double handling.

Four-Inch Poured-in-Place Concrete Deck: It is generally accepted that on our main traveled routes, the life of a timber deck is two to three years. The Third District, recognized this fact and with the Bridge Department, worked out a process of merely pouring four inches of concrete over the existing timber deck, using the latter for a bottom form. (See Figures 4 and 5). Guard rail wire mesh is used for reinforcement. One-half the width of the bridge is poured at a time, allowing traffic to pass over the other half until the concrete is properly cured. It is necessary to raise the approaches to the new concrete with plant-mix material. It is

believed that this type deck will outlast the rest of the bridge; however, if necessary, repairs underneath the bridge can be made in usual routine manner.

Four-Inch Pre-Cast Concrete Deck: This type construction has been designed for replacing timber decks without detouring traffic, and it is believed, will have a high percentage of salvage value when the time arises to completely rebuild the bridge. (This type replacement can be seen in Figures 6 and 7). The individual slab size 4"x3'x11' are pre-cast in the maintenance yard, using ready-mix concrete for economy where possible. Small reinforcing bars are used. During construction, one-half of the timber deck over a span is removed and the concrete slabs bolted in place. When this is completed traffic is allowed the use of the new slabs while the other side of the deck is removed and replaced. The cost of this work is only slightly higher than that of creosoted timber. It is believed that at a later date, when the bridge is rebuilt, a great portion of these slabs can be transferred to another bridge.

Pipe Replacement for Small Timber Bridges: During the period covered by this report, our maintenance forces have replaced many small timber bridges with concrete pipe or treated metal pipe. Typical replacement is shown in Figures 8 and 9. In Figure 8 the pipe has been shoved under the bridge by a bulldozer, to be filled in later similar to the finished job shown in Figure 9. This provides an economical replacement due to the fact that traffic is uninterrupted and a detour is not required.



Figure 6. (Sec. 5509, SR 336, Leon Co.). Photograph showing placement of the 4-inch precast concrete deck over existing timber stringers.



Figure 7. (Location same as Figure 6). Photograph showing finished 4-inch precast concrete deck bolted in place over existing timber stringers.



Figure 8. (Sec. 5204, SR 81, Holmes Co.). Photograph showing typical replacement of timber bridge with treated metal pipe. Pipe jacked in place underneath timber bridge without interfering with traffic.



Figure 9. (Sec. 6108, SR 77, Washington Co. Bridge No. 14). Photograph showing a finished typical treated pipe replacement of timber bridge with sand-cement bag headwalls.

WAYSIDE TABLES AND WAYSIDE PARKS

Throughout the highway system our maintenance forces maintain many wayside tables and wayside parks. The term "wayside table" applies to the smaller and more plentiful installations, as shown in Figure 10. As time and funds permit, these tables are being added at many other locations. They follow the design of simplicity: a concrete table with benches, a trash burner and a garbage unit.

Wayside parks are numerous. These parks are usually more elaborate than their "cousin," the wayside tables, and are usually designed with water and sewage facilities as well as shelters over some tables. A typical wayside park is shown in Figure 11, the Welcome Station near the Florida-Georgia state line on State Road 5.

CENTERLINES AND NO-PASSING ZONES

During the period covered by this report our maintenance forces have marked with centerline practically all of the main traveled roads on our Primary System. The greater portion of this painting has been done with reflectorizing materials to furnish safe driving at night as well as in the daytime. Each of our five districts has its own centerline equipment for handling its center-stripping work.

Many favorable comments have been received following the program of painting the no-passing zones along our highways. Maintenance forces have now completed painting these zones along the centerline wherever a dangerous hilltop, curve or hazardous location occurs with short-sight distance. This no-passing zone is denoted by a solid barrier line painted on the right side of the normal centerline.

During 1950, maintenance forces erected many signs throughout the state informing the traveling public of the state's speed restrictions. Many favorable comments have been received on this program. Our department follows the manual on uniform traffic control devices for streets and highways in its program, as adopted by the American Association of State Highway Officials.

MOWING OPERATIONS

Marked improvements have been made during the past year in our mowing operations. We began using the spinner type trailer mowers. When using this type mower, the tractor travels twice as fast as when pulling a sickle mower. The cost of maintaining the spinner is much more economical. Less

breakdowns occur, resulting in more hours of actual operation per day. In many instances the greatest improvement in the mowing operation has been attained by using a jeep as a power unit instead of the tractor. When possible to use a jeep, the transportation problem is solved as well as the power needed. It cuts approximately 60% more area than a tractor because of the higher speed of the jeep.

PRISON CAMPS

A great portion of the labor used in maintenance comes from the use of prisoners. We now operate 33 prison camps in the state with an average of 45 prisoners per camp. We have gained more efficiency from the men by breaking them down into smaller crews. To encourage better work from the prisoners and provide healthier living conditions for them, the maintenance forces have continued to improve their living quarters and recreational programs.

Sick bays have been added to many of the old-style camp barracks which afford maximum security as well as a quiet place for the sick prisoners to rest and recuperate. Most of the barracks for both prisoners and personnel have been enlarged and recreation rooms added. Sanitary conditions have been greatly improved. The number of showers and toilets have been increased. Septic tanks and drainage have been enlarged to provide better sewage disposal. A fog machine has been put in operation throughout the state to spray the camps for flies and other insects considered detrimental to the health of the prisoners. Commercial size washing machines for laundering clothing have been installed in practically all of the camps. This machine replaces the old, antiquated method of boiling the clothing in a large kettle and then using the old scrubboard. These machines furnish a sanitary wash by modern methods and do the work in one-half day. The old system required up to three days.

Through the efforts of our supervising physician, more attention has been given to the actual care and health of the prisoners. More attentive doctors have been acquired for camp physicians and menus have been changed to conform with inmate requirements.

A greater effort has been made to promote improved recreational programs to occupy the idle time of a prisoner. Diamond ball, volley ball and basketball courts have been installed, with proper playground equipment, in many of the camps. In some instances, the various camps have worked out intramural sports programs with prisoners in nearby



Figure 10. (North side of SR 55 near Steinhatchee River between Perry and Cross City). Photograph showing typical wayside table along highway. Note simplicity of design.



Figure 11. (SR 5 near Yulee at Georgia-Florida state line). Photograph showing wayside park at Welcome Station.

camps. A prisoner's eligibility to play outside of his immediate camp is determined by good behavior.

During the past year the prisoners' working hours have been reduced from a five and a half day, 60 hour week to a five day 50-hour week. Working time for the personnel has been decreased in the same proportion. The personnel in the camps have received a substantial increase in salary. These two phases of shortening the working time and increasing the pay scale have tended to increase the efficiency of the camps and attract a better class of supervisory personnel.

During the period of this report, three new camps of masonry construction of an entirely different design from the old frame buildings have been completed. They are located at Big Pine Key, Largo and Brooksville. These camps are built in the shape

of a horseshoe, are under one roof, and have somewhat the pleasing effect of a modern tourist court. Truck sheds for housing the trucks and other equipment, a tool shed for the small tools, a laundry building, and a building housing the hot water plant are all conveniently located in the rear of these camps. During the latter part of 1950 contracts were awarded for the construction of six additional new camps. These camps will also conform to the horseshoe floor plan design, but they will be of concrete foundations and steel construction, with insulated walls and ceilings throughout. These camps will also be equipped with a modern heating plant and a plant furnishing hot water. It is expected that they will be completed within 90 days. These camps will be a great improvement over the old frame buildings and will meet all health requirements and present day sanitary codes.

BRIDGES

W. E. DEAN, *Engineer of Bridges*

During the 1949-1950 biennium the Bridge Department completed planning on more structures than in any similar period in its history. Records in the bridge office show planning complete on 140 projects involving 215 separate bridges with a total length of approximately 10 miles. Tables submitted as a part of this report show an indi-

vidual listing and description of each project. These tables show only bridge projects proper and do not include 68 special culverts, all of which were designed to fit particular conditions at each site and most of which involved more work in planning than is required on most small bridges.

Some of the major structures which were com-



THE NEW Baker's Haulover Bridge in Dade County completed July 26, 1950.



NEW BRIDGE across the Pithlachascootie river at New Port Richey. The bridge is a concrete deck and girder bridge with a single leaf bascule draw. It is part of the relocation of State Road 55 extending southward to St. Petersburg.

pleted and opened to traffic during the biennium were:

Bayou Chico Bridge on Road 292 at Pensacola, including a double-leaf bascule draw with 44-ft. roadway and two 6-ft. sidewalks.

Amelia River Bridge on Road 200 near Fernandina, including a double-leaf bascule draw.

Pablo Creek Twin Bridges on Road 212 at Jacksonville Beach. These are two parallel bridges on 50-ft. centers, each with a 28-ft. roadway and including a double-leaf bascule draw.

Indian River Bridge on Road 402 at Titusville, including a 220-ft. deck plate girder swing span.

Andrews Avenue Bridge over New River at Fort Lauderdale. This bridge carries a 40-ft. roadway and two 6-ft. sidewalks and includes an all-welded, double-leaf bascule draw.

Cedar Creek Bridge on Road 105, Duval County, including a single-leaf bascule draw.

Pithlachascootie River Bridge on Road 55 at New Port Richey, including a single-leaf bascule draw.

Bakers Haulover Bridge over Haulover Canal on Road A-1-A at Miami Beach. The bridge proper is 1,256 feet in length and carries two 6-ft. side-

walks and a 56-ft. roadway. The main spans are of continuous deck plate girder type. The cost, with immediate approaches was approximately \$1,500,000 and it was the largest bridge project completed during the biennium.

Contracts for the above eight bridges were awarded during the 1947-1948 biennium.

Other major bridges contracted for and completed during the 1949-1950 biennium include:

Southern Boulevard Bridge on Road 80 over Lake Worth at West Palm Beach, including a double-leaf bascule draw.

Lantana Avenue Bridge over Lake Worth at Lantana, including a double-leaf bascule draw.

Withlacoochee River Bridge on Road 6. The river spans of this bridge are of all-welded deck plate girder type of unprecedented design.

Lake Harris Bridge on Road 459 at Howey-in-the-Hills. This is a steel and concrete trestle 3,130 feet in length.

Other major projects on which planning was completed, contracts let and which are in various stages of completion were:

Intracoastal Waterway Bridge on Road 11 at Flagler Beach, including a double-leaf bascule draw.

Indian River Bridge on Road 502 at Vero Beach, including a double-leaf bascule draw.

Tarpon Dock Bridge over Massalina Bayou at Panama City, including a single-leaf bascule draw.

Suwannee River Bridge on Road 6 East of Jasper, including river spans of all-welded steel deck plate girders.

Intracoastal Waterway Bridge on Road 806 at Delray Beach, including a double-leaf bascule draw with 40-ft. roadway and two sidewalks.

Two Overpasses over ACL and SAL Railroads on Road 25 in Ocala with 56-ft. roadways and two sidewalks.

Sisters Creek Bridge on Road 105, Duval County, including a double-leaf bascule draw.

Alafia River Bridge on Road 45 in Hillsborough County. This is a medium high level bridge 1,216 f.t long, providing 30-ft. under-clearance for vessels to eliminate the necessity for a draw span.

Choctawhatchee River Bridge on Road 10 at Careyville. Included in this project is the conversion of four half-through trusses to deck trusses with a wider roadway, elimination of an old bascule span and substitution of a plate girder span designed for conversion to a vertical lift at some future date if required.

The above list is intended to include only the most outstanding bridge projects. Of equal importance are some 200 other bridges of lesser size scattered throughout the State. These vary from single 15-ft. spans to bridges of several hundred feet and costing \$250,000 or more. Space does not permit individual listing of these; however, a few original types might be mentioned.

With the cooperation of construction forces working under the Maintenance Department, we have been able to develop two promising bridge types in precast concrete. In this development, the Maintenance forces have completed numerous actual installations, allowing us to prove the feasibility and practicality of these types before offering them to contractors.

One of these types consists of 15-ft. flat slab spans which are cast in sections in a central yard and hauled to the bridge site. These sections are placed on previously prepared substructure and rigidly joined by small poured-in-place concrete keys. The operation has proved entirely successful and gives

very favorable promise for both speed and economy in construction of many small bridges.

The other type is a precast concrete plank designed to be placed on old timber bridges as a replacement for timber plank decking. The problem of holding timber plank decking rigidly in place when installed on timber beams is one for which no satisfactory solution has ever been found. Timber planking has a very short life and is the cause of much costly maintenance. The concrete planking can be installed at a first cost no higher than timber. It corrects most of the deficiencies of timber and should have a maintenance-free life at least as long as the timber beams on which it is installed.

Both of these precast bridge types have been successfully tried and have received much attention from other State departments, The Portland Cement Association and other organizations interested in highway bridge construction.

An interesting bridge type was developed for use over waterways where navigation requirements would require infrequent passage of large vessels or equipment. Previously the practice had been to construct draw bridges at such locations. This requires a large initial cost and high yearly charges for maintenance and depreciation. Where only one or two openings a year are necessary the cost of each opening will be several thousand dollars.

In order to hold these costs to a minimum, a light steel span was designed with a large hinge at one end. The span is founded on simple pile bents and has no machinery or counterweights. Opening is effected by the use of one large dragline or two small truck cranes which lift the span from its free end rotating about the hinge. Two such spans have been successfully completed and a third is under contract. The cost is approximately 15% of that of a fully equipped comparable draw span and maintenance costs will be negligible.

On the Florida Keys there are several bridges forming important links in the Overseas Highway which consist of steel and concrete decks founded on treated timber piles. Deficient penetration of the piles into the soft rock foundation, coupled with severe marine borer action, had brought these bridges to a state of near collapse. We, therefore, had the problem of restoring the substructure in its entirety without stopping or interfering with traffic on this important highway.

This was accomplished by driving towers of concrete piles entirely outside the limits of the

bridge and connecting opposite towers by steel frames under the spans to which the frames were rigidly welded. This work has proceeded to a successful completion on two bridges and is underway on two others. These new substructures are permanent in construction and will allow these bridges to remain in service through the full potential life of the steel and concrete spans. This work attracted national recognition and accounts of it were published in several important technical magazines of very wide circulation through the advertising of one of the large steel manufacturing companies.

On the recently completed bridge over the With-

lacoochee River on Road 6, and also on the Suwannee River bridge on the same road, and now under construction, a new type design was employed for the main spans. These spans are 84 feet, 126 feet and 84 feet in length composed of deck plate girders of all-welded construction. These girders are of one continuous length over the three spans. The steel members are tied to the concrete deck by a system of spiral connectors which makes one supporting unit of the girders and deck. Economy resulting from this design made possible the building of these spans at about two-thirds the cost of previous designs.

Throughout the last year, the Bridge Department



DETERIORATION OF Gandy Bridge repaired. Spalled concrete piles, caps and decks are being repaired by applying pressure concrete on to wire mesh reinforcement. Only a small part of the overall project has been completed. Upper left shows old concrete being removed from around reinforcing steel; upper right, steel exposed and part of wire meshing being applied; lower left, applying "gunite" or pressure concrete; lower right, the finished section.

has given much time to advising with two firms of consulting engineers on plans for bridges on the Jacksonville Expressway and across Lower Tampa Bay. There have been consultations and discussions of bridge types and details. All plans and specifications submitted by the consultants have been examined in detail with final approval on behalf of the Department as our responsibility. To date, the planning of the Arlington Bridge over the St. Johns River at Jacksonville has been completed, approved and contracts totalling nearly \$11,000,000 have been let for this one structure. Planning for the Tampa Bay project which is expected to have a construction cost, exclusive of legal, financing and administration, of some \$16,000,000 has been completed and first contracts totalling \$1,300,000 have been let. Planning of the Gilmore Street Bridge over the St. Johns River at Jacksonville is nearing completion.

The important work of widening old narrow concrete bridges which was started on a large scale during the previous biennium has been continued. Widening has been completed on all of the many narrow concrete bridges on Road 45 from Tampa to Fort Myers.

Many secondary bridges to serve farm-to-market traffic have been constructed during the biennium. These bridges, while not built to the high structural standards of structures on the primary system, have been erected to high secondary standards promising long life with low maintenance. In these

bridges the use of timber or other materials with limited service life has been held to a minimum.

A program of repairs and restoration of the concrete spans of the Gandy bridge connecting Tampa and St. Petersburg has been started. This structure was originally built by private interests to standards considerably below the Department's usual practice. Through the years, while it was under the administration of the original owners, maintenance was neglected to the extent that when taken over by the Department, it was in a state of serious depreciation caused by spalling of the concrete and rusting of reinforcing steel under the bridge deck.

Superficial treatment by the Department acted to stop further depreciation, but as much of the original strength had been lost, it was felt that additional strengthening was needed. Early in 1949, an experimental project of 10 spans was let to contract. Restoration of the original capacity was effected by thoroughly cleaning the remaining reinforcing steel, welding in additional steel where necessary and applying a coat of mortar or "gunite" to the entire underside of the structure.

Results of this experimental project appeared entirely satisfactory and gave valuable information on procedures for additional work. An additional contract for 90 spans has been let and it is expected that similar work on the remaining 400 spans will be undertaken in the near future. This work is expected to extend the useful life of this important structure for an indefinite period.

FIELD DIVISIONS

FIRST DISTRICT

H. E. LEWIS, *District Engineer*

The very fact that the First District comprises an area of approximately 12,500 square miles, which involves the maintenance of 2,000 miles of roads and 20 miles of bridges on the primary and secondary system, makes a most colossal program under normal conditions.

It is interesting to compare the total amount of the 1949 construction budget, which was just a little over \$7,000,000, with the 1950 budget, which including both primary and secondary work, totaled approximately \$12,000,000. Adding to this approximately \$2,000,000 for maintenance, makes a total of \$14,000,000.00 to be expended in 1950. Since the construction budget for 1950 had almost doubled that of 1949, the First District experienced, along with the other four districts, the immediate need for additional professional and skilled personnel, in addition to more equipment in order to launch the greatest construction and maintenance program in the history of the State Road Department.

The equipment was supplied with much greater rapidity than competent personnel. We followed the procedure in this District of assigning several projects to each of our tried and proven engineers, to which we assigned personnel to be trained in what we like to term as "one hundred percent State Road Department men." After certain personnel of project engineer "timber" had been trained, we assigned them initially to a minor project under the guiding hand of one of our seasoned engineers. In this manner, we have been fortunate enough to efficiently staff our projects with men of experience, which has paid dividends, not only to the State Road Department, but also to the contractors with whom we have been so pleasantly associated.

Again it was necessary in order that we expedite such a vast program to facilitate the use of "typical section" plans, which consists of the proposed typical section of improvement, plus the estimated quantities. A tremendous amount of time was saved in the drafting room on plans of this nature. At this point, it is only fitting and proper that tribute and congratulations be paid to John H. Dobbins, chief draftsman, and his entire staff for accomplishing what amounted to a Herculean task, which seemed at the beginning a virtual impossibility. John and his men, not only completed the 1950 budget, but

a tremendous number of plans, in addition to the budget.

We present now a brief resume of one or more jobs that have been completed or nearing completion within the past two years in each of the fourteen counties of this District:

0104-201 — State Road 35, Punta Gorda to Shell Creek, six and one-half miles in length, which consists of a six-inch 22-ft. rock base surface treatment on a 40-ft. road bed, is now under construction and will be completed early in 1951. This facility will eliminate several dangerous curves and will eliminate the high water difficulty experienced in this locality during storms and hurricanes.

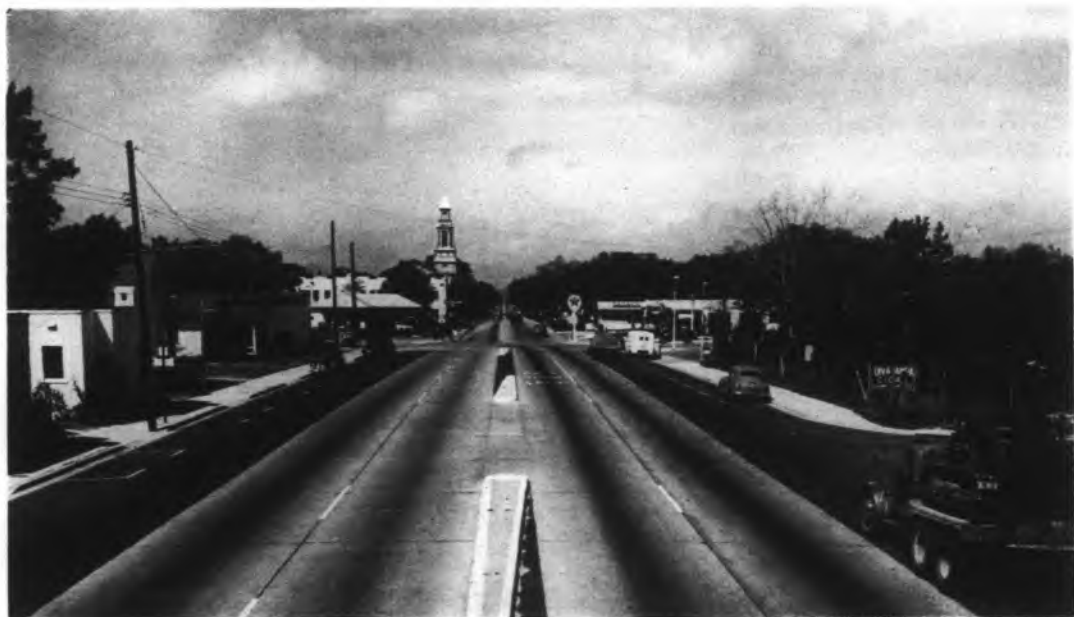
0406-201 & 102, and Extensions — State Road 72, which is approximately 15 miles of six-inch S.B.R.M. 18 feet wide on a 28 foot grade. This project vastly improves about one half State Road 72 between Arcadia and Sarasota. It is now nearing completion.

0702-101 & 1275-101 — State Road 82 in Lee and Hendry Counties, approximately ten miles in length, which consists of a six-inch S.B.R.M. 20 feet wide on a 34-foot road bed, was completed last year to the Collier county line, and has now been completed in the Fourth District to State Road 29, which gives a direct connection now from Immokalee to Fort Myers, and opens up extensive cattle and truck farm areas.

0808-101 — Approximately fourteen miles long, consisting of an eight-inch 24-foot lime rock base asphaltic concrete, Type I, surface on a 40-foot road bed, will be completed early in 1951; which in addition to providing an outlet to the northwest for Highlands, DeSoto, Hardee, Polk and Pasco counties, also presents a drive of scenic beauty as it courses through the hammocks and by the lakes in northwest Hernando county. This route connects to the Gulf Coast Highway, State Road 55, at Chassohowitzka.

0951-150 & 0951-151 — State Road 66, twelve miles in length, 24-foot roadway on a 40-foot grade, will be completed from Lorida to the Kissimmee river at Bassinger early in 1951. This will be a part of new State Road 700, and will afford a northwest outlet for the Okeechobee area.

1011-202 — State Road 60, Adamo Drive to State



BEFORE AND AFTER. The construction on Hillsborough avenue between Nebraska avenue and 50th street on State road 600 in Tampa.

Road 43. The plans are practically complete. This facility will be comprised of two typical sections; one 63-foot curb and gutter with a seven-inch plain concrete pavement and an eight-inch rock base; and an eight-inch, 24-foot rock base surface treatment, Type 1-A pavement. This facility will expedite traffic entering and leaving Tampa to the east to a great extent.

1013-903 — Which is the Gandy Bridge restoration of approximately ninety spans, which includes mostly the sub-structure and concrete beams by the use of pressure concrete, is progressing steadily and should be complete early in 1951.

1304-201 — 7.15 miles in length, and eight-inch rock base, retread surface, 24' wide on 40' grade, is practically complete and will afford a much improved route from Cortez to the Tamiami Trail.

1312-102 — State Road 683, Sarasota county line to Bradenton. It is a much publicized Range Line road, which is well underway, and will afford a tremendous relief route for the Tamiami Trail.

1407-201 & 1407-302 — 11.3 miles long, eight-inch rock base, asphaltic concrete surface, 24 feet wide, 40 ft. road bed, which involves an overpass at Richland, is nearing completion from the Polk county line to Dade City. This project will replace the old road, which has many perilous curves and a very bad alignment.

1508-105 — State Road 584, known as the Oldsmar connection, is a seven-inch plain concrete pavement 24 feet wide on a 40-ft. grade and is now under construction.

1515-203 — State Road 55, thirteen miles in length, which is an eight-inch rock base, asphaltic concrete, Type I surface, 24 feet wide on a 40-ft. grade; which is a section of the Gulf Coast Highway from Tarpon Springs to Clearwater, has been completed.

1611 & 1613 — State Road 60, Bartow to the Kissimmee river. On these sections the widening and the replacing of timber bridges with concrete bridges is now under contract. This will greatly improve the safety of this route.

1618-203 & 303 — State Road 25, 10.9 miles long, from Haines City north, includes an overpass over State Road 600 (U. S. 92) and an overpass over the Atlantic Coast Line Railroad is an eight-inch rock base, asphaltic concrete surface, Type I, 24 feet wide on a 40-ft. grade is now nearing completion. This will only leave two sections of State

Road 25 to complete—namely, from West Frostproof to Lake Wales and from Lake Wales to Haines City.

1621-201 — State Road 35, 7.38 miles long, eight-inch 24-ft. rock base surface treatment from Lakeland to Providence, has been completed and will afford an excellent northwest route for Polk county and her neighboring counties to the south.

1701-203 — State Road 45, Tamiami Trail, which consists of reworking and widening the existing road from Venice to the Myakka river, a distance of 11.26 miles, is under contract. This will be a six-inch 24-ft. rock base, surface treatment, Type I-B, and plant mix seal surface.

1702-201 — State Road 45, Sarasota to Venice, includes the widening of the bridges and the approaches. This project has been completed and has made the Tamiami Trail a much safer facility.

1707-103 — State Road 72, five miles in length, six-inch S.B.R.M. 18 feet wide, on a 28-ft. grade from the DeSoto county line west, is nearing completion and will afford a much improved route from Arcadia to the beaches.

1712-102 — State Road 683, is the other section of the Range Line road in Sarasota county, which is now under contract and will be completed early in 1951. This involves the municipal section, which consists of eight-inch rock base with plant mix retread, 64-ft. pavement with curb and gutter and a highway section of 24-ft. pavement. This, too, will greatly expedite the flow of traffic through Sarasota.

In addition to the primary work listed above, one or more secondary projects were completed in each of the fourteen counties during 1950. Our secondary road program has been accepted with wide acclaim in every county and we have received many verbal and written expressions commending the entire State Road Department for this program.

Due to the mileage of the State maintained system being constantly increased due to the absorption of roads from the county maintained system, it has been necessary to add two new permanent convict camps. One of these has been constructed near Largo, in Pinellas county, in order to provide more efficient maintenance in that area. The other camp has been constructed approximately five miles south of Brooksville, near the Brooksville airport, and this will serve a part of Pasco and Hernando counties. These camps have been constructed with concrete and are equipped to accommodate

55 to 60 men comfortably and safely, with all modern conveniences. At the present time both are operating with limited crews. Before the end of March both of these camps should be completed and operating at full strength. They were designed and constructed by our own State Road Department forces. H. H. Pledger and R. H. Hancock supervised this work and are to be commended on a job well done.

In addition to these two camps, a new replacement camp is under construction at Citrus Center,

near Moore Haven. This project was initiated November 1, 1950, and is of the new steel type building construction with insulated walls. This camp also accommodates approximately 60 men very comfortably and will have all modern conveniences. If the present schedule of construction operations is maintained, the Citrus Center camp should be completed by the latter part of May. This was by far the most needed replacement camp in the First District, since the old wooden temporary camp had deteriorated to such an extent that it



LAFAYETTE STREET BRIDGE in Tampa modernized. The photograph at the top shows the old bridge and the photograph at the bottom shows the modernized bridge with arch girders removed and bridge resurfaced.



THE NEW OVERPASS over Seaboard Air Line tracks at Polk City. The overpass is 321 feet long and the work was completed in May of 1949.

was mandatory that new quarters be provided. By the provision of new and modern quarters, which of course provides better sanitation and living accommodations, the morale among the inmates has greatly improved. This, of course, lessens the pos-

sibility of potential trouble.

It is our sincere belief in the First District, that even though a person is paying a debt to society in a correctional institution, he is still entitled to clean quarters and good food.

SECOND DISTRICT

JOHN R. SLADE, *District Engineer*

The construction program budgeted for 1949 was not as large as in some previous years due to a shortage of funds at the beginning of the year. Our construction program for 1950 was divided into Primary System and Secondary System categories. The construction budget for 1950 was the largest in amount of work and had greater scope than any construction program previously assigned to the Second District. The main contributing factor to the extraordinary outlay of proposed work was the adoption of a policy by the Department whereby the various counties' requests for Secondary Roads (farm-to-market) were received and considered in accordance with the available county funds.

The Secondary System program for 1950 consisted of completing 58 miles of roads underway at a cost of \$571,000 and the construction of 282 miles of new work at an estimated cost of \$3,003,820. The primary system program for this year called for the completion of 85 miles of road and bridge projects then underway at a cost of approximately \$1,340,000 and the construction of 221 miles of new work at an estimated cost of \$7,337,200.

In order to put a maximum part of this program in motion by the close of 1950, it was necessary for the field location parties and the District drafting room personnel to put forth an effort never before required of them. An examination of the status of the 1950 budget as a whole with regard to surveys and plans completed shows that personnel completed 94% of the assigned work. The surveys and plans for the entire secondary system program for 1950 were completed by the end of the year.

Beginning such a great number of construction jobs in so short a time placed an unusually heavy load upon the engineering parties by requiring each to handle several jobs simultaneously. This District points with pride to the cooperation and effort of its entire personnel. Needless to say, the Maintenance Department received its full share of the additional load by taking over the completed jobs.

Among the major improvements completed or put underway during the past two years are the following:

1. Beach Boulevard from SR A1A in South

Jacksonville to the Beach. This work consists of part 64-ft. municipal section and part separated lane highway section with two double-leaf bascule bridges over Pablo Creek. The total cost of this highway from the beginning of work in 1941 to its completion in 1950 was \$3,525,675.

2. Relocation of Routes U. S. 41 and U. S. 441 through High Springs. The work consisted of two 24-ft. separated lanes on U. S. 41 and a 44-ft. municipal section on U. S. 441.

3. A new bridge and approaches at the Amelia River crossing of SR 200 between Yulee and Fernandina in Nassau county which is considered of major importance because Amelia River separates Amelia Island and Fernandina and its paper mills from the mainland. Therefore, the importance of an adequate structure over the waterway is apparent. The new structure is a double-leaf bascule type and the bridge together with the hydraulic embank-

ment approaches was constructed at a cost of \$740,000.

4. SR 20 in Taylor County from Fenholloway to the Lafayette County line has been relocated and the grading and paving is now complete. This improvement eliminates eight miles of old road which was in very poor condition and was constructed at a cost of \$410,000.

5. The paving of the second lane of the Phillips Highway (SR 5) from South Jacksonville to Bayard is now underway and the contract cost is \$649,265. Completion of the contract will relieve an extremely heavy traffic condition. At present the traffic is bottle-necked at Times Square in Jacksonville; however, the completion of the Jacksonville Expressway will extend through Jacksonville the sectional relief that will be obtained by the construction of this highway. This project welds another link in the long chain of projects to be constructed toward



A SECTION of the recently completed Buccaneer Trail, Road A1A in Nassau county.

the goal of a continuous four-lane divided highway from Miami to the Georgia State line.

Periodic maintenance work done by State main-

tenance forces consisted of widening shoulders, resurfacing, and roadside beautification projects and timber bridge replacement projects.

THIRD DISTRICT

G. L. DICKENSON, *District Engineer*

The Third District saw its largest biennial construction program during the years 1949 and 1950.

During 1949, 32 miles of new roads were added to the Primary system while 18 miles already in the system were rebuilt. There were 102 miles of Secondary roads built and hard surfaced during the same period.

During 1950, 44 miles of new roads were either completed or begun as part of the Primary system, while new bridges constructed or underway on the system amounted to 1,075 feet. During the same period, 178 miles of roads and 3,086 feet of bridges on the Primary system were rebuilt or reconstruction started. The Secondary system saw 142 miles of new roads and 1,770 feet of bridges constructed or underway.

This two-year total of 516 miles of roads and

6,651 lineal feet of bridges were built under 170 separate contracts with 30 different contracting firms participating. An interesting sidelight is the fact that only four of the 30 firms were from out of the State and those four were Georgia companies. This indicates that a large portion of the money spent on Florida roads remained in the State.

During 1950, plans were also prepared for rebuilding several additional sections of State Road 10, the Old Spanish Trail, which traverses 10 of this District's 16 counties. Some contracts for this work were let in 1950 but will not actually get underway until 1951.

Many timber structures, built during the 1920's, which have served faithfully, but too long, have been replaced either with permanent type bridges or with concrete culverts. In several of the coun-



Road 25 in Alachua county. This photograph was taken looking west from a point approximately in the center of the completed project in the town of High Springs.



THE NEW BRIDGE over Amelia river near Fernandina on Road 200 in Nassau county.



ROAD 26 in Alachua county, showing a typical section near the center of the job.

ties all timber structures on the arterial system have been replaced.

A large construction program naturally adds to the maintenance burden and this District has had its share of growing pains. In order to cope with the growing problems encountered, maintenance units have been decentralized with small crews being placed throughout the various maintenance districts. This not only saves on transportation costs but saves time going to and from the various work.

There have been several innovations in maintenance ways and means, one of which is pouring a concrete riding surface directly on the old timber decks of bridges. This can be done almost as inexpensively as a timber deck and adds greatly to riding quality and life of the bridge.



THE OLD AND THE NEW. The rickety old wooden span at Tarpon Dock has been torn down and a new concrete and steel bridge is under construction there. The bridge is located in Panama City.

Rotary type mowers, pulled by jeeps, are rapidly replacing the old tractor drawn sickle mowers thus speeding this operation and reducing the cost.

Dixie Crimson Clover and common Bahia grass is being placed on new construction by maintenance crews to augment the sprigging. This will

add greatly to the beauty of the right of way and assist materially in preventing erosion.

Along the sections of roadway adjacent to beaches where the soil is sandy and vegetation scant, reef shell shoulders have been constructed. Not only does this stabilize the shoulder area but it promotes the growth of vegetation as well.

FOURTH DISTRICT

J. M. WATSON, *District Engineer*

During the 1949-1950 biennium, the accomplishments of this District were greatly accelerated. In some instances this was due to the completion of the post war program. In others it was the result of the rehabilitation of the system because of restricted maintenance operations during the war period and the unprecedented increase of traffic flow incident to the growth and expansion

in this area. This applies to both construction and maintenance activities.

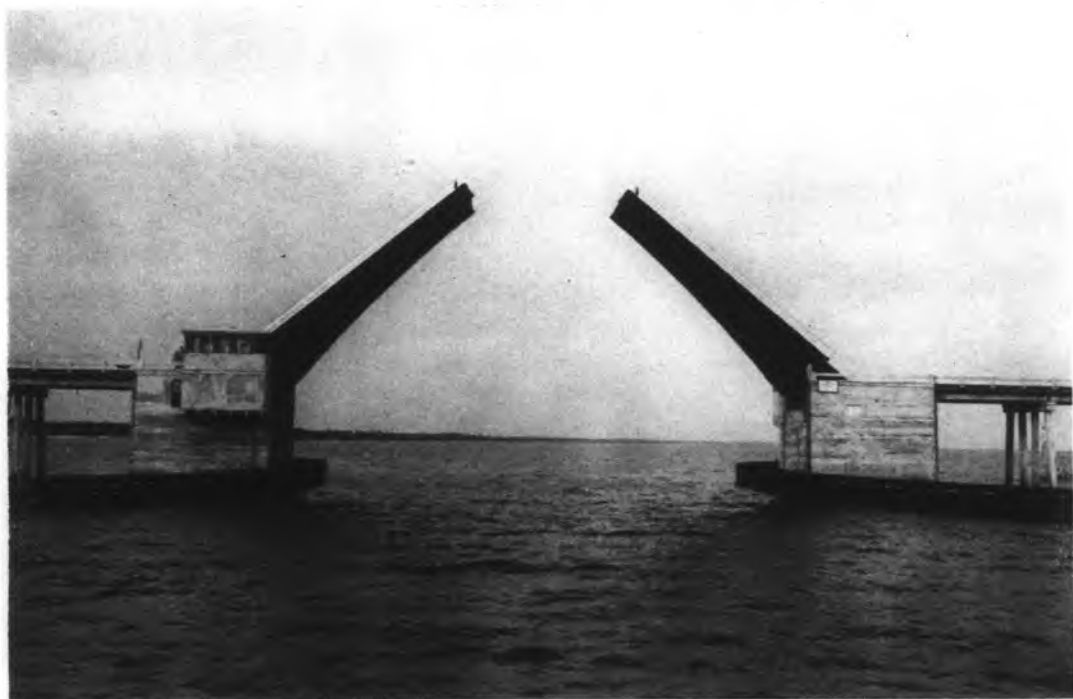
During 1950, construction activities were greatly increased with the beginning of the Secondary Road Program, a part of which was financed by the 80% of the seventh cent of state gasoline tax. Much credit is due the Board of County Commissioners of each of the several counties in this Dis-



RECENTLY DEDICATED and opened Olin G. Shivers bridge at Miller's Ferry in Washington county. It replaced a hand-operated ferry that had been in use at that point for more than a century.



THE NEW MUNICIPAL section of Road 71 through Blountstown in Calhoun county.



NEW DOUBLE LEAF bascule span bridge constructed on Road 399 to Pensacola Beach.

trict for this program. Through their efforts many undeveloped roads through the back country are being rebuilt, opening vast areas to further development and expansion, particularly farming and cattle raising activities. The increased construction program necessitated an increase in personnel to meet the urgent demands of the expanded construction program as indicated below:-

Noteworthy among the many construction jobs were the East Lane on State Road 5 in St. Lucie County between Fort Pierce and the Indian River County Line; the resurfacing of Road 814 through Pompano Beach in Broward County between State Roads 5 and 7; the re-building of State Road 80 in Palm Beach County from 20-Mile Bend Bridge to Bridge No. 44; emergency construction necessi-

WORK ACCOMPLISHED DURING 1949-1950

	CONSTRUCTION						MAINTENANCE	
	Primary System		Secondary System		Off System		Primary System	Secondary System
Roads—1949	120.553 mi.	\$ 2,009,055.00	32.536 mi.	\$ 243,033.00		\$ 85,260.00	(1949) \$ 1,825,399.00	\$
Bridges—1949	3,744 ft.	1,335,636.00	1,069 ft.	1,198,095.00		86,497.00	(1950) \$ 1,972,563.00	\$ 9,406.00
R.R. Crossing Signals—1949						6,327.00		
							(Total—1949-50) \$ 3,497,962.00	\$ 9,406.00
Roads—1950	109.016 mi.	\$ 2,704,354.00	68.228 mi.	\$ 1,976,038.00	7.037 mi.	254,696.00		
Bridges—1950	3,231 ft.	875,697.00	2,587 ft.	609,756.00		10,183.00		
Grand Total Roads—1949 and 1950	229.569 mi.	\$ 4,713,409.00	100.764 mi.	\$ 2,219,071.00	7.037 mi.	\$ 339,956.00		
Grand Total Bridges—1949 and 1950	6,975 ft.	\$ 2,211,333.00	3,656 ft.	\$ 1,807,851.00		\$ 96,680.00		
Grand Total Railroad Signals—1949 and 1950						\$ 6,327.00		

Grand Total of All Construction Accomplished 1949-1950 \$11,364,627.00

Construction Underway December 31, 1950 3,464,030.00



BEFORE AND AFTER. The photograph at the left show the failure of the Sospiro Canal bridge on Los Olas avenue in Fort Lauderdale and the photograph at the right shows the same bridge after repairs had been completed.

tated by the failure of a portion of the Sospino Canal bridge on State Road A1A in Fort Lauderdale; construction of the Andrews Avenue Bridge over New River in Fort Lauderdale; N. E. 79th Street between Biscayne Boulevard and the West Draw Bridge; N. W. 27th Avenue, State Road 9 from N. W. 36th Street in Miami to Opa Locka; Congress Avenue bridge and Military Trail bridge; over West Palm Beach Canal, Palm Beach County.

During the biennium, \$3,497,962.00 was expended on routine and periodic maintenance in the Fourth District of which \$1,525,399.00 was expended on the Primary System in 1949, \$1,972,563.00 on the Primary System in 1950 and \$9,406.00 on the Secondary System in 1950. The expenditures covered the purchase of 7,200 tons of pit rock for shoulder patching, 12,231 tons of plant mix patching materials, 22,480 gallons of center line paint, 6,472 signs erected (all types), 5,214 gallons bridge paint (oil), 28,800 pounds bridge paint (Compound "H"), 282 miles of road re-graded with State Forces, three grid bridge decks

installed, five bridges electrified, 10 bridges re-wired, 3,400 feet heavy cable laid, 32,065 tons of rip rap placed, 630 lineal feet of timber bridge decks replaced with precast concrete, 5185 lineal feet of timber bridges rebuilt with State Forces, 230 feet timber bridges rebuilt (decks, stringers and caps only), 1200 miles of right of way work, 8,527 miles of mowing, 60 miles joints repoured and cracks sealed in bridges and concrete paving, 8,000 square yards parking areas constructed, seven drawbridge foundations strengthened, repaired or replaced (sand cement), 18 bridge tenders' houses rebuilt and/or re-roofed, 1,404 lineal feet concrete bridge foundations replaced, 767 lineal feet timber bridges replaced with pipe culverts and 210 piling jacked with concrete for protection.

Of special interest in connection with the above mentioned maintenance activities are the following jobs:

Section 9006, Lignum Vitae Bridge and Tea Table Bridge, Road 5, Monroe County, Section 8703, Road 5, Miami, steel grid deck and sidewalk



NEW STEEL GRID Deck and sidewalk that has recently been installed on the bridge (above) over the Miami river at S. E. Second avenue in Miami.

on S. E. 2nd Avenue Bridge over Miami River, Section 8901, S. R. 5, grid deck on Stuart Bridge, Section 9304-905, Road 5, Palm Beach County, Bridge No. 4 (Lake Park Bridge) and Section 9404-905, Palm Beach County, Road 5, Bridge 5 at Jupiter.

Much work was done at the State Farmers' Market in Fort Pierce where additional parking facilities were provided and where it was necessary to install certain drainage facilities because of the location of the market. At the State Farmers' Market in Pompano, the parking areas were likewise increased.

Greatly increased use of Hugh Taylor Birch State Park located at Fort Lauderdale, was the

result of paving roadways and parking areas to accommodate the great demand for this activity.

The State Prison Camp at Big Pine Key was moved to a new location and a camp constructed there that is modern in every respect. The great improvement in this instance is easily recognized by contrasting the photographs of Camp 8514, Big Pine Key, of October 6, 1949, with those showing various steps of construction of the new camp of the same date, as well as those of the completed camp dated March 12, 1950. Three camps were repaired and additions made thereto. A new Maintenance Depot was constructed, consisting of office, warehouse, repair shop for equipment, material sheds, sign shop and tool sheds.



THE OLD AND THE NEW. Modern convict camp (top) at Big Pine Key, showing new layout and up to date facilities contrast sharply with the old camp with its wooden buildings and other outmoded facilities.

FIFTH DISTRICT

WESLEY A. SWEAT, *District Engineer*

During 1949-1950, funds in the amount of \$12,447,345 were expended by the State Road Department in carrying out the highway construction and improvement program in the Fifth District.

Primary and Secondary Road construction during this period in the twelve counties of the District, including new, reworked, resurfacing, shoulder improvement and bridges, cost \$9,848,842 and covered approximately 664.21 miles. Routine maintenance expenditures amounted to \$2,595,472, including \$127,611 for storm damage.

Major projects completed or nearing completion during this period are described below.

In Brevard county, the causeway across the Indian River at Eau Gallie has been reconstructed. Work is well underway, which, when completed, will provide a bridge 684 feet in length and a sand bituminous road mix pavement to bring the entire project a step nearer completion. Total cost amounts to \$280,000.

Two other Brevard county projects have been constructed at a total cost of \$440,833. These proj-

ects have provided for the modernizing of a section of State road 3, 10.3 miles long, between Tropic and Georgiana and the building of a section of Road A-1-A, south from DeSoto Beach, a distance of six miles. Work on the road south from DeSoto Beach was done as a part of the Secondary Road Program.

As a Secondary Road project in Citrus county, a five mile section of road known as the Gospel Island road, between Inverness and State Road 44, was completed at a cost of approximately \$100,000.

Also, in Citrus county, a narrow railroad overhead crossing, with inadequate sight distance, was eliminated. The widening and reconstruction of the approaches to the overhead crossing of the ACL Railroad amounted to \$100,722.

Other work done in Citrus county under the Primary Road Program provided for the paving of a three-mile section of State Road 269, south from West's Corner and the Hernando county line, and a section of State Road 480, west from West's Corner, a distance of 5.5 miles.



BEGINNING OF THE MUNICIPAL section in the city of Leesburg on State Road 44 from the Sumter county line in Lake County to Leesburg.



STATE ROAD 48 in Sumter county. It runs from Bushnell to Bevell's Corners.

In Flagler county, the bridge and approaches at the Intercoastal Canal on State Road 11 have been constructed at a cost of \$344,190. Also, with county road funds, a section of Road 305, north from Deenville to State Road 20, has been constructed. This section of road, 10.4 miles long, and including 903 feet of bridges, was completed at a cost of \$395,000.

In Lake county, a bridge 3300 feet in length, has been constructed across Little Lake Harris, at a cost of \$579,162. This construction eliminated an obsolete and inadequate timber bridge, 7,000 feet in length, and provided a shorter and more direct route for State Road 459, north from Howey to Tavares. Approaches to the bridge have been graded and surfacing is anticipated at an early date.

State Road 25, from Lake Sheppard to a point one mile south of Leesburg, has been completed at a cost of \$914,878. The road is the final link in a north-south route through District 5, and the central part of the State, and provides one of the most scenic highway routes in Florida. This construction embodies all of the latest design standards as recommended for highway construction.

The modernization of a section of Road 44, from the Sumter county line to Leesburg, a distance of 4.16 miles, was completed at a cost of \$201,417. It eliminated an obsolete and inadequate approach from the west into Leesburg.

In Marion county, completed projects include Road 314, from State Road 40 to Salt Springs, a distance of 18.49 miles, at a cost of \$329,740, and paving and drainage construction at the Florida Female Correctional Institute at a cost of \$44,259. Reconstruction, amounting to \$334,918, was done

on State Road 15, from State Road 200 north of Sparr to Eureka, a distance of 13.5 miles.

In Orange county, construction totaling \$264,816 was done on 4.24 miles of Cross-State Road 50, from State Road 545 to Minorville. On State Road 520, from Bithlo to approximately 11.84 miles southeast, \$212,224 was spent for grading and structures.

Work in Osceola county has provided for resurfacing of State Road 500, between Ashton and Holopaw. This provided a modernized highway 13.223 miles in length, at a cost of \$96,590.

The Pleasant Hill-Johnson Island road, from Reedy creek north to State Road 600, a distance of 7.5 miles, was resurfaced at a cost of \$75,000.

Under the Secondary Road Program, a section of State Road 530 in Osceola county known as the Boggy Creek road was constructed at a cost of \$197,244. The length of this section of road is 7.6 miles.

In Putnam county, under the Secondary Road Program, a total road mileage of 21.5 miles was resurfaced at a cost of \$20,500 and a section of State Road 206, 3.1 miles long, was constructed from Orange Mills to the St. Johns county line. This construction, all on new location, eliminates an obsolete and poorly aligned section of old brick pavement, and was completed at a cost of \$117,500.

Seminole county construction during 1949-1950 included building approaches and bridge at Lake Jessup on State Road 44. The cost of this work was \$185,000.

Also in Seminole County, an additional parking area was paved at the Sanford Farmers' Market



STATE ROAD 40 to Salt Springs in Marion county, showing a section of that recently completed project.



OSCEOLA COUNTY. State Road 500 from Ashton to Holopaw, a recently completed paving project.

and resurfacing of Road 419, from State Road 15 to Oviedo, a distance of nine miles, was completed.

In St. Johns county, the San Sebastian River Bridge, on State Road 5 in St. Augustine, was constructed at a cost of \$83,826. Grading of State Road 206, from State Road 207 six miles east, was completed at a cost of \$123,521. Grading and paving of State Road A-1-A, from Matanzas Inlet north approximately 7.71 miles, cost \$279,772. Grading work, at a total cost of \$152,676, was done on State Road 206, from Crescent Beach west 8.09 miles.

Sumter county projects completed include State Road 44, from Bushnell to Bevilles Corner, at a cost of \$146,068; grading and paving of approximately seven miles of State Roads 475/466, from Oxford to the Marion county line at a cost of \$151,941; and, State Road 44 from State Road 35, south of Wildwood to State Road 46 at Bamboo, at a cost of \$112,625. Additional work in Sumter county includes construction of a bridge over the Withlacoochee river on State Road S-476 costing \$48,844; work totaling \$193,027, on State Road S-476, from the Hernando county line to State Road 48 in Bushnell, a distance of 9.241 miles; construction of the St. Catherine to Webster Road,

a distance of 4.8 miles, at a cost of \$104,000; and modernizing of a road 7.8 miles in length from Panasoakee Outlet to State Road 35.

State Road 5 in Volusia county, from the south limits of Daytona Beach to Volusia Avenue (Ridge-wood Avenue in Daytona Beach) was rebuilt at a cost of \$133,825. A beach approach to A-1-A in Daytona Beach was constructed at a cost of \$65,175. A project from the south city limits of DeLand to a point 2.13 miles south was graded and paved at a cost of \$285,553. Grading work, amounting to \$246,749, was done on the new alignment of State Road 40 from a point six miles east of DeLand, to the FEC Railroad in New Smyrna Beach, a distance of 10.62 miles.

Expenditures for new small structures, repairs, redecking, new equipment on old bridges, widening, fender systems, temporary structures and pedestrian underpasses, during this period, amounted to \$378,457.

Shoulder stabilization projects, amounting to 28.5 miles long, and the retreatment of existing surfaces for a distance of 53.2 miles, have been completed at a cost of \$162,928. A total length of roadway of 172.8 miles has been resurfaced with mineral seal coat at a cost of \$178,595.



LAKE JESSUP BRIDGE and approaches in Seminole County, on State Road No. 46.

FEDERAL AID

CHARLES HOPKINS, *Engineer*

The State Road Department has received yearly allotments of Federal Aid Funds for improvements to the highway system since the enactment of the Federal Aid Road Act by Congress July 11, 1916, except for the Federal fiscal years of 1944, 1945 and 1949.

The funds provided by the Acts through 1940 were of the following classifications: Regular Federal Aid funds for improvement of the main highways in the State which are located on the Federal Aid Highway System; Secondary Federal Aid funds for improving farm-to-market feeder roads and other connecting roads not on the Federal Aid Highway System; Grade Crossing funds for constructing grade separation projects or automatic signals at railroad crossings; and Forest Federal Aid funds for improving National Forest Roads and Trails. In addition to the previously mentioned funds Congress allocated emergency funds for expenditure during the years 1931 to 1935, inclusive, to provide for relief of unemployment.

The Defense Highway Act of 1941 provided funds for construction of roads of military importance, access roads to military establishments and industrial plants essential to the war effort, flight strips, elimination of critical deficiencies in the Strategic Network System. The Act also provided funds for the preparation of surveys and plans for the future development of the Strategic Network of highways and bypasses around and extensions into and through municipalities and metropolitan areas. Provisions were also made for the inclusion of right of way costs, to the extent determined by the Federal Works Administrator, for projects on the Strategic Network System and access road projects.

The Federal Aid Highway Act of 1944 authorized funds for each of the first three postwar fiscal years, the first of which was 1946. These funds were of four classifications, each for a specific purpose, namely: Regular Federal Aid Funds for projects on the Federal Aid Highway System, Federal Aid Secondary Funds for projects on the principal secondary and feeder roads, Federal Aid Urban Funds for projects on the Federal Aid Highway System in urban areas, and Forest Highway Funds for projects on highways within the boundaries of National Forests.

The Federal Aid Highway Act of 1948 authorized funds for the fiscal years 1950 and 1951. No federal

funds were authorized for the fiscal year 1949. But the requirement that funds must be expended within two fiscal years after the close of the fiscal year for which they were authorized, was extended to three years for 1946, 1947 and 1948 fiscal year funds. The Federal Aid Highway Act of 1950, authorized funds for the fiscal years 1952 and 1953.

Regular Federal Aid Funds must be matched with an equal amount of State funds. The funds must be expended on the Federal Aid Highway System, which is a system of main highways originally established in 1921 by the Federal Government and the State. The mileage on this system is now 3,418.8, exclusive of 32.9 miles in Federal Reservations, 266.2 miles on the Strategic Network, and 94.2 miles on the National System of Interstate Highways. This mileage may be increased when 90 per cent of the mileage is adequately improved and is being properly maintained.

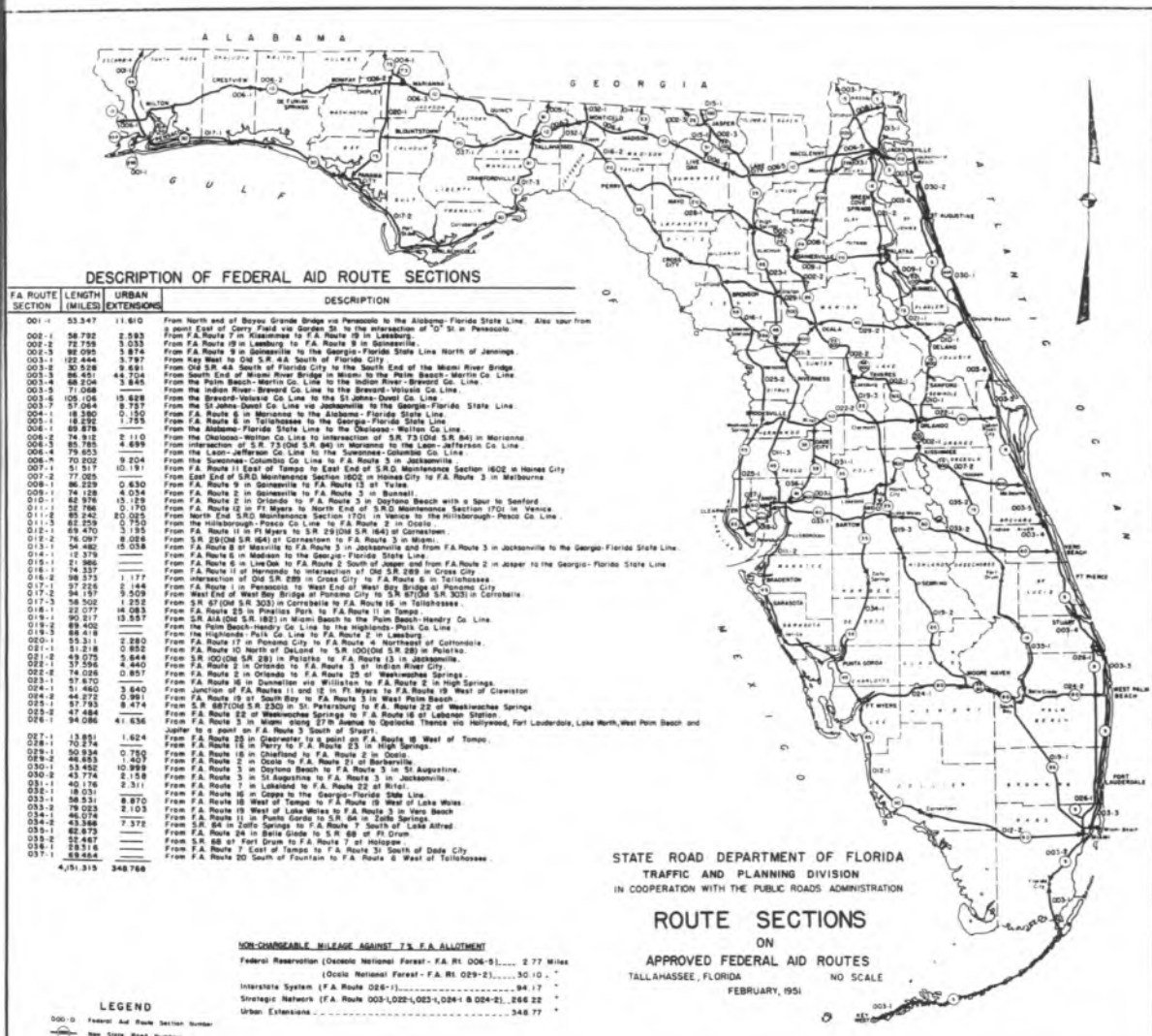
Federal Aid Secondary funds must be matched with an equal amount of State funds. The funds must be expended on the Secondary System, which is a system of feeder roads including farm-to-market, rural mail delivery, and public-school bus routes, either outside of municipalities or inside of municipalities of less than 5,000 population. The mileage on this system is 7,220.2 miles and was established as a definite correlated system by the Federal Government, the State and County Commissioners.

Federal Aid Grade Crossing Funds allocated by the Acts of 1921 through 1940 for use in eliminating hazards at railroad crossings, did not require State funds for matching purposes and could be used on any roads or streets in the State. The Act of 1944 did not make any direct provision for grade crossing funds. However, a maximum of 10 per cent of the funds authorized by the Act could be used in eliminating hazards at railroad crossings. Funds spent in this type of construction differ from the funds allocated under the previous Acts in that the railroad company involved "shall be liable to the United States for a sum bearing the same ratio to the net benefit received by the railroad company from such project that the Federal funds expended on such project bear to the total cost . . . and in no case shall the total benefits be deemed to have a reasonable value in excess of ten per cent of the cost." A further limitation provides that only those

projects on the approved Federal Aid or Secondary Systems are eligible for construction using Federal funds.

Forest Federal Aid funds allocated by the Acts of 1936 through 1940 did not have to be matched by the State and were expended only in National Forests to improve existing roads or to initiate new roads. Forest Highway funds allocated by the Acts of 1944, 1948 and 1950, do not require matching. However, the Commissioner of the Bureau of Public Roads, Thomas H. MacDonald, stated in a memorandum dated December 7, 1945, that: "It is now desirable for Public Roads to undertake di-

rect construction of all forest highway projects in eastern states except where the State Highway Department is willing to enter into a cooperative agreement similar to a Federal-aid project agreement to pay half of the cost and construct and maintain the project. Accordingly, any work programmed should be with the understanding that Public Roads will do the work directly unless the State Highway Department, or other local authority, will agree to match the forest highway funds with equal amounts of local funds, in which latter case the work will be done by the State Highway Department under a cooperative agreement in a manner similar to a



"federal-aid project." In view of Mr. MacDonald's memorandum the Department is matching Forest Funds on a 50-50 basis.

Federal Aid Urban funds must be matched with an equal amount of State funds. The funds must be expended on the Federal Aid Urban System within the limits of Urban areas. Urban areas are defined as being an area including and adjacent to a municipality or other urban place having a population of 5,000 or more as determined by the latest available Federal Census. The boundaries of the area are determined by the State Road Department subject to the approval of the Bureau of Public Roads. By Bureau of Public Roads' General Administrative Memorandum No. 331, July 28, 1949, the Federal Aid Highway System was limited to Federal Aid Primary Routes outside of urban area limits. Provision was made for establishment of a Federal Aid Urban System to consist of routes previously on the Federal Aid Primary System, inside urban areas, State Roads serving as connecting links, and important City streets. To date, Federal Aid Urban Systems have been established for most of the larger cities and work is progressing as rapidly as possible in completing the system for the entire State. The mileage on this system is 196.8 miles as designated

by the Department in cooperation with municipal authorities, and approved by the Bureau of Public Roads.

Emergency funds allocated during the years 1931 to 1935, inclusive, did not require matching by State funds and were available for expenditure on all classes of highways.

The Hayden-Cartwright Act of 1934, provides a penalty of up to one-third of a State's allocation if motor vehicle user taxes for highway improvement are reduced or diverted below the amounts then provided by State law. The Federal Aid Highway Act of 1944 also provides that no Federal funds shall be advanced to any State violating this Section of the 1934 Act.

The Federal Government requires that the State must adequately maintain each Federal Aid project with State funds, except during the war emergency when defense funds were used for the maintenance of most access projects. Failure to provide adequate maintenance, according to the Federal regulations, is cause for suspension of Federal funds until the condition is corrected.

Included with other tables and charts in the back of this report is a tabulation showing a summary of Federal Aid appropriations.



LOOKING EAST at the completed widening of the overhead, eliminating a railroad crossing on State Road 45, north of Inverness.

DIVISION OF RIGHTS OF WAY

FRANK D. SANDERS, *Director*

During this biennium rights of way were procured for the majority of county roads and bridges designated for construction under Lease-Purchase Agreements of the State Road Department, Florida State Improvement Commission and the counties. The acquisition of lands for the Jacksonville Expressway was begun and right of way personnel was assigned to the office established by the Department at Jacksonville to work exclusively on this Expressway.

Procurement of limited access rights of way for State Road 9 between Miami and Hobe Sound, begun prior to this biennium, is still in progress. Pursuant to the adoption of the Department's new statewide Secondary Road Program this division streamlined the procurement of title reports, preparation of legal descriptions and deeds and easements to basic essentials in order to expedite clearance of projects for construction.

There was no resumption of the work of surveying and mapping the main State Roads which were taken over from the counties in past years without supporting maps of the locations. This much needed work was suspended during World War II. A considerable part of the work of the Tallahassee office is concerned with inquiries relating to these old, unsurveyed highways and surveys and maps are needed to equip this office to furnish the prompt and accurate information which the public may be entitled to expect. Without such information it is difficult to define the rights of the State in relation to abutting and encroaching interests.

The expansion of the roads system has brought an increased demand for information contained in the right of way maps on file. Public utilities, tax assessors, land surveyors, zoning boards and other public groups and individuals need and make extensive use of the location data. The Department has authorized purchase of map binders for each county for "State Road Department Maps of Surveys and Locations" and "State Road Department Maps of State Roads" with the county name and plat book number provided. These binders are now in process of manufacture and will fit the standard location maps and right of way maps.

During 1950 C. J. DeCamps, engineer of rights of way, under whom this Division was organized in 1935, retired and was succeeded by Fleming A. Seay, who was subsequently promoted to the position of engineer of construction, at which time this

division was reorganized.

The present right of way organization is as follows:

In Tallahassee—Director, right of way engineer, chief draftsman, right of way attorney, chief abstractor, chief right of way agent, chief clerk, five district right of way clerks, right of way comptroller, seven assistants and eight stenographers, typists and file clerks.

In field districts—Six district right of way agents, one right of way agent assigned to Jacksonville Expressway, thirty assistants and three stenographers, typists.

Surveys and detailed right of way maps for active projects are supplied by the district engineers, and upon approval by the state highway engineer, title reports are obtained and instruments prepared in the Tallahassee office to vest the State with the necessary titles and easements. The instruments are negotiated by the district right of way agents and county or municipal authorities for execution by the parties at interest. The district right of way agents report progress of acquisition and the executed and recorded instruments are filed in the Tallahassee office. When circumstances require, condemnation proceedings are conducted by the right of way attorney. As far as practicable the Tallahassee office negotiates directly with State and Federal agencies from which rights of way are required. The acquisition of rights of way is complicated by revisions made in locations and requirements after lands have been procured and instruments recorded in the original approval.

In addition to the acquisition of rights of way for active projects this division maintains files of all deeds and records relating to State Road rights of way, does research in connection with inquiries, and prepares disclaimers, releases and conveyances for execution by the Department covering properties no longer required for State Road purposes.

All legal forms and court proceedings prepared in this division are reviewed by the Department attorney.

New right of way maps received during this biennium involved 164 projects, an aggregate of 1,826.35 miles of State Roads, exclusive of revisions. Approximately 9,400 instruments were prepared to vest the State with the necessary titles and easements. An itemized statement of expenditures for land purchases appears elsewhere.

DIVISION OF TESTS

H. C. WEATHERS, *Engineer of Tests*

During the Department's 18th biennium, the Division of Tests has experienced the effect of the tremendous amount of testing required when a major road and bridge building program is under way. This work has been accomplished by increasing the personnel for both full and part time employment. The part time employment applies to students attending the University of Florida.

During the last two years the Department adopted the policy of compacting embankments, sub-grades and bases, other than bituminous, to a specified percentage of the maximum density and optimum moisture, as determined and furnished by this Division. This method of compacting eliminates all guess work. Therefore, a uniform degree of compaction is obtained throughout the job. In the past, compaction was obtained by an arbitrary amount of rolling, which normally produced non-uniform compaction. To carry out the field control of this work, this Division held a training school in which all of the district soil men were taught the salient facts in making the maximum density determinations.

The Department had just begun using air entrained concrete as outlined in the 17th Biennium report, whereas, it is now specified for all concrete paving and in structures where the volume of concrete exceeds 50 cubic yards.

It was the duty of this Division to design and furnish all of the air entrained concrete mixes and to have a representative make such adjustment required and check the air content of the concrete placed on the job. In addition to checking the mixes, the Project Engineer and his Inspectors were trained so that they could make the entrained air test determinations on future placements of concrete.

The expanded asphaltic paving program has required the full time services of a staff of technicians to make the preliminary tests on all of the materials involved and in designing the various types of mixes. In addition to designing and furnishing the asphaltic mixtures used by the Department, a representative from this Division assists the project engineer and his inspectors in starting the plants and controlling the mix in the field.

Recently, several of the concrete pipe companies began manufacturing right of way marker and guard rail posts. Since there was no inspection during the casting, it was imperative that this Division devise some method of testing the posts for quality at the source. In this connection a specification was adopted that permits concrete posts to be manufactured at a point where the Department does not maintain inspection during the time of manufacturing, providing that when they are tested for flexural strength, the modulus of rupture shall not be less than 650 pounds per square inch.

The demand for limerock as a base building material was so great in the last year that two additional limerock testing laboratories were installed by this Division in Mayo and in Brooksville. The installation of these laboratories permits daily releases of limerock shipments that would otherwise be delayed.

It has been the policy of this Division in the past to make the final inspection for thickness, contour and smoothness of all types of bases. Recently this policy was changed by the Department. Beginning March 1, 1951, an inspector in each district, trained by this Division, will inspect all bases, except concrete, while this Division will continue to inspect all pavement and surface courses. The adoption of this new policy will provide better service to the contractors, particularly on limerock base construction.

Some of the new equipment installed in the laboratory during the past biennium consists of the following:

- One Gilson Mechanical Testing Screen
- One Ozalid Streamlined Blue Printing Machine
- One Ohus Balance (5500 Grams capacity)
- One Black and Decker 50,000 Lbs. Capacity Loadometer
- One Monroe Calculating Machine

In addition to the above, large orders of various types of field testing equipment have been purchased in order to fully equip the field testing laboratories.

Following is a tabulation of all tests made during this biennium:

Material	1949	1950	Total
Cement.....	3,054	3,657	6,711
Mixing Water for Concrete.....	1,140	1,215	2,355
Fine Aggregate.....	4,246	3,079	7,325
Coarse Aggregate.....	4,447	6,051	10,498
Concrete Compression Test.....	8,787	10,175	18,962
Concrete Beams.....	1	4	5
Concrete Design Mixes.....	54	58	112
Concrete Cores Drilled and Broken.....	204	4	208
Concrete Curing Compound.....	24	17	41
Masonry Units.....	260	399	659
Pipe, Concrete.....	7		7
Pipe Cast Iron.....		1	1
Pipe, Vitrified Clay.....	3	2	5
Pipe and Arches, Corrugated Metal.....	537	774	1,311
Concrete Pipe Absorption Test.....	509	697	1,206
Steel, Reinforcing and Other Metals.....	1,636	2,696	4,332
Welder Qualification Test.....	10	21	31
Limerock, Chemical Analysis.....	5,129	21,436	26,565
Limerock, Base Thickness and Width Determinations.....	4,319	12,132	16,451
Limerock, Gradation.....	195	295	490
Paints and Varnish.....	647	706	1,353
Bituminous Materials, Asphalts, Creosotes, and Tars.....	5,508	7,239	12,747
Mineral Aggregates, Asphaltic Concrete.....	747	1,343	2,090
Bituminous Pavement, Thickness, Widths, and Density.....	12,214	14,161	26,375
Bituminous Mixtures, Analysis.....	1,241	2,294	3,535
Bituminous Mixtures, Design.....	60	69	129
Premoulded Joint Filler.....	105	200	305
Soils Tests.....	6,937	8,906	15,843
Soil, Cement Design Mixes.....	7	2	9
Calibrations, Distributors, and Transport Tanks.....	34	78	112
Waterproofing Fabric.....		12	12
Totals.....	62,061	97,723	159,784

The above tabulation represents the number of individual tests, not the number of samples.

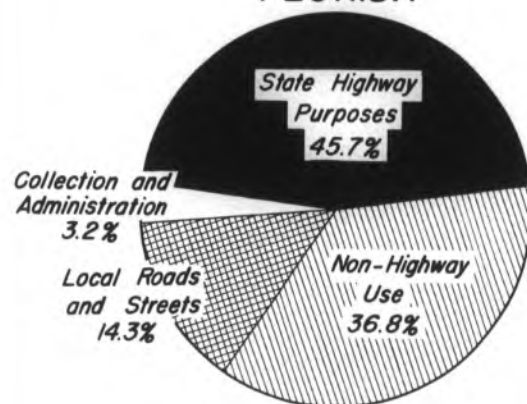
In addition to the above tests, this Division also tested and inspected the following materials at their respective source of supply:

Material	1949	1950	Total
Cement, Barrels.....	163,016	90,384	253,400
R/W and Guard Rail Posts.....	5,887	13,062	18,949
Concrete Pipe, Lineal Feet.....	158,016	252,797	410,813
Reinforcing Steel, Pounds.....	1,840,371	1,854,941	3,695,312
Timber Piling, Lineal Feet.....	61,466	87,402	148,868
Structural Timber, F.B.M.....	1,946,619	2,623,885	4,570,504
Dowel Chairs.....	11,452		11,452
Dowel Sleeves.....	1,135		1,135
Expansion Joint Metal, Feet.....	3,940	16,201	20,141
Center Strip, Feet.....	1,734	162	1,896
Straight-Edge Pavements and Bases, Miles.....	358	573	931

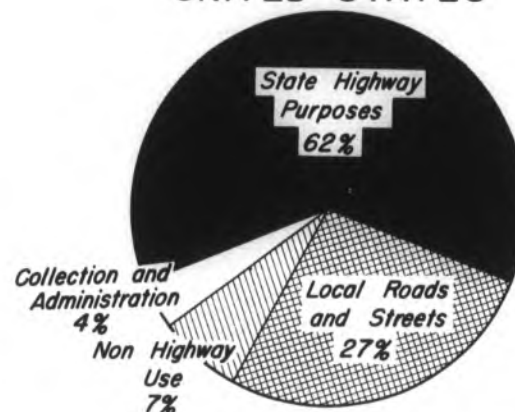
WHERE THE 1949 HIGHWAY DOLLAR WENT

DISTRIBUTION OF MOTOR VEHICLE TAXES

FLORIDA



UNITED STATES

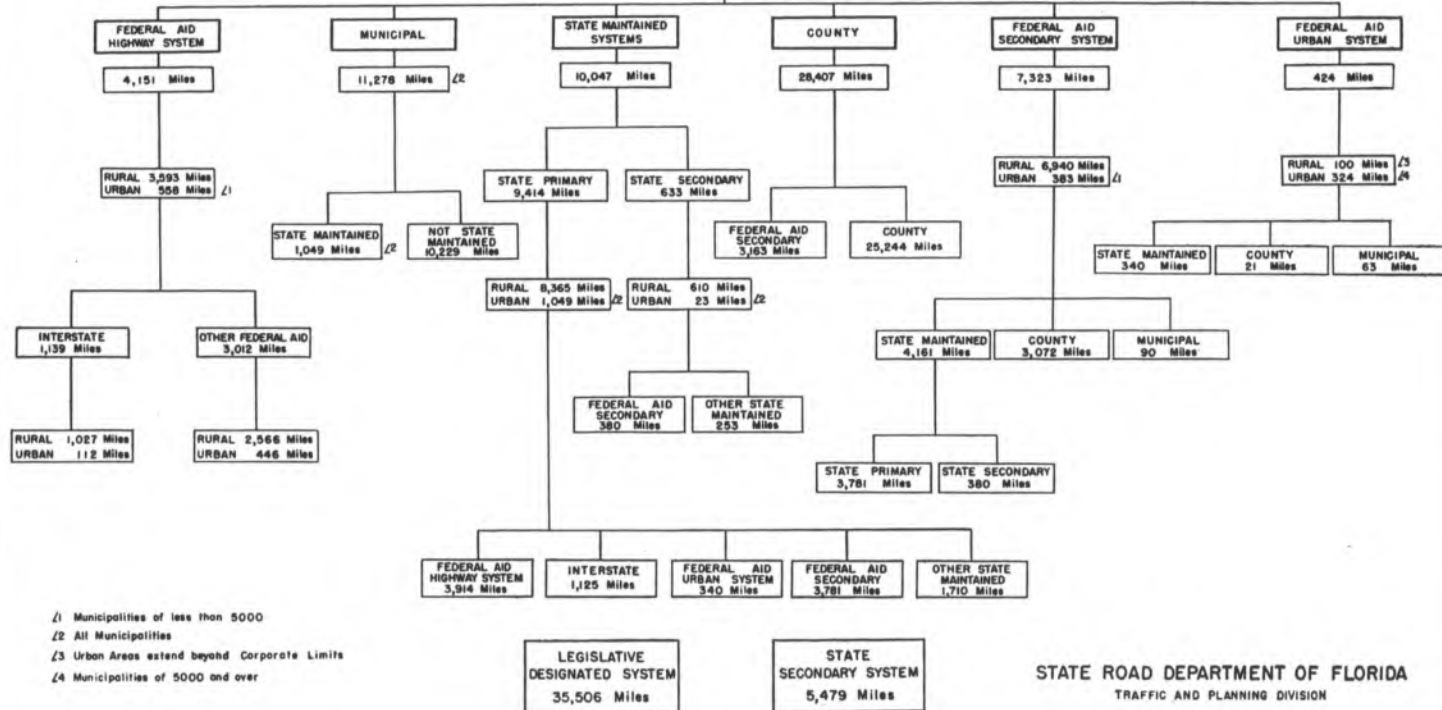


FLORIDA			UNITED STATES		
PURPOSE OF EXPENDITURE	\$1000	PERCENT	\$1000	PERCENT	
COLLECTION AND ADMINISTRATION.....	2,293	3.2	95,577	4.0	
STATE HIGHWAY PURPOSES.....	32,505	45.7	1,449,285	62.0	
LOCAL ROADS AND STREETS.....	10,155	14.3	626,116	27.0	
NON-HIGHWAY USE.....	26,205	36.8	116,111	7.0	
TOTAL.....	71,158	100.0	2,337,089	100.0	

THE HIGHWAY SYSTEMS OF FLORIDA

AS OF DECEMBER 31, 1950

51,883 Miles



TRAFFIC AND PLANNING DIVISION

W. M. PARKER, *Engineer*

Since the inception of the Highway Planning Survey under a cooperative agreement with the Public Roads Administration in 1936, the Division has grown from a purely participating project carrying on only the types of work outlined under that project agreement to an active unit within the Department. From time to time additional duties and responsibilities have been added by the State Road Department to the extent that they have made the Division an integral part of the Department's operations.

The original title of Highway Planning Survey was subsequently changed to the Division of Research and Records since the analyses are essentially of a research and statistical nature and the purposes are not dogmatically to establish definite plans and courses of action, but rather to collect and maintain accurate and useful data for administrative uses. However, during the post war period the responsibilities and operations of

this Division have steadily increased, particularly in the Traffic Engineering field. As a result of this it was deemed advisable to reorganize accordingly and early in 1950 this was done and the name changed to TRAFFIC AND PLANNING DIVISION.

There are two major sections of operation in the Division.

TRAFFIC ENGINEERING SECTION

The regular traffic survey continued its operation with three portable recorder parties, operating on a definite schedule, making traffic counts on all state maintained roads as well as many roads on the county secondary system. Other phases of the operation such as permanent electric recorders, classification and bridge tender traffic counts were continued.

Summary of continuing counts for 1949 and 1950 is as follows:

Type of Count	Number of Locations		Number of Counts		Duration of Counts
	1949	1950	1949	1950	
Permanent Recorders.....	23	24	25	27	Continuous
Rural Portable.....	177	177	708	708	One week
Rural Portable.....	3150	3300	4652	4900	24 hours minimum
Classification.....	190	190	690	690	8 hours
Bridge Tender.....	113	114	2260	2280	8 hours
TOTAL.....	3653	3805	8335	8605	

Tables showing traffic counts at permanent recorder stations and draw bridges appear elsewhere in this report

A record showing physical characteristics such as type, width, condition, traffic volume, etc., on all roads on the State Maintained System is being kept on a current basis. This record also shows deficiencies along each road together with a priority rating of improvement and an estimated cost of improvement.

Tabulations showing projects of high priority ratings together with estimated costs of improvement are furnished the engineering personnel each year to assist in the preparation of the annual budget. Maps indicating the degree of deficiencies on the State Maintained System accompany the tabulations.

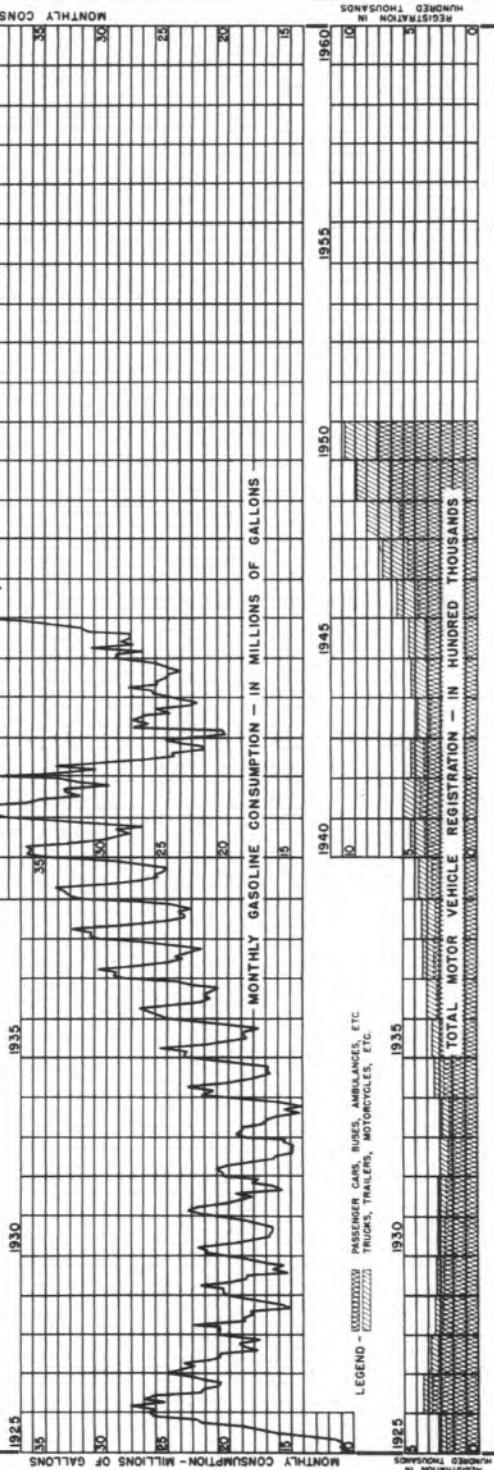
Urban Surveys. In 1949 a special traffic survey was made in the City of Tallahassee. Turning movements were made at all major street intersections and traffic volumes obtained on all important city streets. In addition special speed and delay studies were made along arterial routes. A report was submitted to the city and many of the recommended improvements have been made and others are being contemplated.

During 1950 external origin and destination surveys were completed for six additional urban areas. The cities for which external surveys were made included Gainesville, Bradenton-Sarasota, Clearwater, St. Petersburg, Tallahassee and Winter Haven. In addition a special survey was made in Gainesville on Homecoming Day.

A complete urban area survey was started in

STATE ROAD DEPARTMENT OF FLORIDA CHART SHOWING GASOLINE CONSUMPTION AND MOTOR VEHICLE REGISTRATION SINCE JANUARY 1, 1925

YEAR	ANNUAL CONSUMPTION NUMBER OF GAL. S.	% OVER PREVIOUS YEAR
1925	231,556,427	+ 1.6
1926	232,036,914	+ 0.2
1927	233,970,923	+ 0.8
1928	237,286,237	+ 1.3
1929	243,561,546	+ 2.6
1930	255,718,182	+ 5.0
1931	266,865,153	+ 4.3
1932	281,173,773	+ 5.4
1933	316,625,162	+ 12.6
1934	356,835,902	+ 12.7
1935	350,015,900	+ 7.1
1936	388,553,531	+ 11.1
1937	428,268,281	+ 10.3
1938	418,900,415	- 2.2
1939	496,035,515	+ 18.9
1940	513,455,633	+ 3.6
1941	578,253,339	+ 12.6
1942	628,865,111	+ 8.7
1943	590,860,945	- 6.1
1944	636,841,354	+ 7.8
1945	689,561,084	+ 8.2
1946	775,905,616	+ 12.6
1947		
1948		
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1960		



Miami in July, 1950, and all field work is expected to be completed during the summer of this year. The tremendous influx of visitors to the Miami Area causes a great increase in traffic volumes and a decided change in traffic patterns during the winter months. Due to the variance of traffic generators between the winter and summer months it was realized that an origin and destination survey conducted during either of these periods would not be applicable to the other. Therefore, it was decided to conduct the survey in two identical phases; one during the summer months to reflect the traffic desires of the traveling public during normal traffic conditions and the other during the winter months to gather data concerning travel habits during the winter tourist season.

Field work on the summer phase has been completed and the winter phase is now underway. The analyses of all data are expected to be complete before the end of 1951.

Signs and Signals. The Signs and Signals Traffic Section makes field studies at locations throughout the State to determine the need for traffic signals, flashing beacons, speed restriction zones or additional signs and markings. These investigations are made in connection with requests from County Commissioners, City or Town Councils or any other responsible body of people.

- (a) Number field studies made in 1949-163
- (b) Number field studies made in 1950-235

Special Traffic Studies

Special traffic studies were conducted for the following towns and municipalities, at their request, for the purpose of solving a particular traffic problem:

- (a) St. Augustine, Jacksonville, Mt. Dora, Fort Pierce, Tallahassee, Winter Park and DeLand.

PLANNING SECTION

It is the responsibility of this Section to carry on all operations other than those pertaining to Traffic Engineering, and due to the varied nature of the work it is divided into four departments.

General Inventory and Mapping. This department continued office and field work necessary to supply current state and county maps, straight line diagrams, highway systems, municipal plats, urban area maps, construction progress charts and maps, and many other maps, charts and tabulations required.

During this biennium the revisions to the gaso-

line tax laws required the State Road Department to set up a Primary and Secondary System of roads. The Primary System consisting of the roads already under state maintenance effected no problem; however, the advent of the Secondary System required much additional work in this department in preparing maps and descriptive data. The Secondary System is explained in detail elsewhere in this report.

During this period the Federal Systems, Highway, Secondary and Urban have been expanded materially and the mechanics of preparing data for these additions entailed a great amount of work.

In addition to preparing and submitting the usual reports to the Bureau of Public Roads the Federal Military Department requested that a special detailed report be made of all bridges on our principal highways. From the regular records kept in this Section this report was prepared and submitted through the Bureau in record time.

Aerial Photography & County Mapping. The principal responsibility of this department is that of drafting new county maps. This is done by using aerial photography together with other reliable data to prepare the base maps. Then a field check and inventory of all roads is made after which the final map is drafted by the stick-up method. During this biennium sixteen county maps have been completed and many others are in various stages of development.

This department has also prepared many special maps and mosaics particularly of urban areas or other congested sections. As another service to the State Road Department this department prepared a manual for the application of the "Plane System of Coordinates" for highway surveys. A meeting was held in each of the five field Districts and the system explained to all personnel dealing with surveys.

Road Life and Cost Records. Detailed records are kept showing maintenance and construction costs by sections in such a manner that beneficial analyses can be made. All previous construction costs have been determined for each section, together with source of funds used in construction. Maintenance costs are kept by types and purpose within each section. Road life studies are kept for the several types of highway construction. Due to the greatly expanded construction program and the inauguration of the Secondary System a tremendous increase in work has been required of this Department.

Finance. Reports relating to highway user imposts and highway income and expenditure were made in accordance with our cooperative agreement with the Public Roads Administration. These include monthly reports on motor vehicle registration and gasoline consumption, and annual reports with classified breakdown of receipts by source and expenditures by purpose for eight state agencies concerned with highway impost collections of

highway improvements, and for the 67 counties. During the previous biennium financial reports were expanded to include street and bridge operations in most of the municipalities. By 1950 these reports were received from 299 municipalities, almost 100 percent.

This department also supplied special reports and statistical information as required by the State Road Department and the Bureau of Public Roads.

REPORT OF THE ATTORNEY'S OFFICE

By DAVE KEARNS

The work of the attorney's office during the last biennium has involved several items of interest.

The department's action against the United States of America under the Federal Tort Claims Act for the recovery of damages inflicted upon the Pensacola Bay bridge by four vessels under jurisdiction of the U. S. Maritime Commission was tried in the U. S. District Court for the Northern District of Florida before the Honorable Curtis L. Waller, circuit judge, as a result of which a final decree was entered in the sum of \$361,637.58, of which the department's interest was \$146,637.58. The balance of the judgment was for the benefit of Aetna Insurance company which paid \$215,000.00 to the department at the time of the accident under its policy insuring the department from damage to the Pensacola Bay bridge. The United States appealed the final decree to the U. S. Circuit Court of Appeals for the Fifth Circuit, and the case was argued before this court in New Orleans on January 8, 1951. No word has been received concerning the Appellate Court's decision. However, the decision of the District Court was widely reported in legal journals and aroused considerable interest.

A suit for injunction in the Circuit Court of the Second Judicial Circuit of Florida, Leon county, resulted in a final decree which construed several statutes basic to the department's organization. The decree established that in its statutory existence the department has an inherent power to build state roads with its own forces in addition to the contract method, and that it has an administrative discretion as to which of the two methods shall be used. It was further established that the statutory authority granting the department power to purchase property carried with it as a lesser or implied part of such power, the authority to rent property under the same conditions and restrictions applicable to purchases. Despite a departmental construction and practice engaged in for more than thirty years the

court enjoined the department from employing road building equipment on a fully-operated, -supplied, and -maintained basis without competitive bids. However, the court found that the rates paid by the department on existing contracts were fair and reasonable and that the contracts were entered into in good faith and in reliance upon the long-standing practice. The court recognized the department's problem in expending economically the largest road budget in the department's history in the face of a lack of adequate engineering personnel.

The enactment of Chapter 26,321, Laws of Florida, Acts of the Extraordinary Session of 1949 and known as the Secondary Road Assistance Act, and the development of the department's Secondary Road Program resulted in a marked increase in requests for the preparation of resolutions and agreements for the department and for the various counties.

The program of the Florida State Improvement Commission in the financing of road and bridge construction projects required considerable time of the department's attorneys in representing the department's interests in the preparation and approval of lease-purchase agreements. The lease-purchase agreement for the major Jacksonville Expressway System was approved and executed, the bonds validated and sold, and the proceeds invested through the State Board of Administration until such time as they will be needed for construction purposes. The lease-purchase agreement for the Lower Tampa Bay bridge in Pinellas, Hillsborough and Manatee counties has been approved and executed, the bonds were validated in the circuit court, and an appeal to the supreme court is now pending.

Close liaison in these and the several other similar matters which have been presented for study, has been maintained not only with attorneys for the Improvement Commission, but also with the State

Board of Administration and representatives of the various counties and local agencies involved.

In its routine advisory functions, the attorney's office furnishes opinions to the board, the chairman, and the various department heads concerning legal phases of all the department's operations. It prepares resolutions and agreements for the department and for the other political subdivisions and agencies with whom the department contracts. It passes on legal phases of the numerous contracts through which the department's operations are carried on. It renders supervisory assistance to the legal section of the Right-of-Way Division and over the department's operation as a self-insurer under the Workmen's Compensation Law. The attorney's office represents the department in all litigated matters. Most such matters concern claims for damages to State road bridges and other department property. However, several actions were handled involving complaints concerning drainage, disputed land titles and other similar matters. Under the supervision of the attorney's office an investigation is made of all claims coming to the

department's knowledge for damages to the persons or property of individuals alleged to have arisen out of defects in the construction or maintenance of state roads. The information thus obtained is made available to the claims committees of the State Legislature when a relief bill is submitted to them for consideration. Also under the supervision of the attorney's office are claims in favor of the department for damages to bridges, roads, vehicles and other property, and for the value of compensation and medical benefits paid to employees of the department injured by negligence of third parties; such claims are investigated, pressed for settlement and if necessary prosecuted through litigation.

The advent of an accelerated Federal Defense Program has revived the importance of federal law and regulation in connection with the operations of the department. The control of prices, priority allocation of materials, roads for access to military installations and other defense purposes, and the allocation of the federal budget and federal aid projects all require a continuing attention to congressional activity.

PERSONNEL OFFICE

FRANK GILES, *Personnel Director*

The last biennium has shown a marked increase in highway construction in Florida and the number of persons employed by this Department has increased accordingly.

To staff the engineering forces necessary to execute the expanded road building program the Personnel office was faced with a unique situation in peacetime operation. No longer were operations at a status quo, but it was found necessary to actively recruit additional personnel. The success of this recruitment program is evidenced by an adequate number of engineering personnel in all districts.

The turnover in the department during this two-year period was extremely high. Records in this office show that in the past two years 4,590 sets of new employment papers were processed and 4,029 employees were terminated. During this same period 7,278 changes were made. This latter figure includes promotions, transfers, increases in salary, and leaves of absence.

Applicants for jobs with the department are interviewed in this office and if an opening is available the person is referred to the corresponding office head together with his application. If no opening

is available at the time, the application is kept on file in this office for a period of one year after which it is placed in general file pending further need.

To provide a more comprehensive picture of the employee the old so-called personal history form and the Form 532 were combined and reworked to give current and complete information on personal history, work history with the department, efficiency rating, and current recommendations. The efficiency rating was an attempt to secure more concrete data on which to base promotions and pay increases.

In order to facilitate the retirement of any employee and to give information concerning their status in the retirement system, a file has been set up on all of the eligibles near retirement age. This file contains all correspondence about retirement, record of earnings, warrant numbers, and other pertinent information.

Prior to January 1, 1950, employees were eligible to withdraw their rejection of the Retirement Act and claim credit for prior service. Many employees qualified and are now participating in the State Officers and Employees Retirement System. Ap-

proximately 3,200 employees of this department are now active members.

This office also issues permits for the movement of overdimensional and overweight equipment over

the highways of this State, as authorized by Chapters 25342 and 26331, Laws of Florida, Acts of 1949. Approximately 7,366 such permits were issued during the last biennium.

DIVISION OF OUTDOOR ADVERTISING

JOE BURNETT, *Director*

As previously reported, the Legislature of 1941 enacted a law to regulate all outdoor advertising throughout the State of Florida, outside the corporate limits of cities and municipalities. The Supreme Court of Florida, on December 19, 1941, held the law valid after it was contested by several of the outdoor advertisers of the State.

The Division of Outdoor Advertising is under the direct supervision of the Chairman of the State Road Department, and is responsible to him for all fees collected by the division.

The present director became affiliated with this department on November 1, 1949, as chief field representative, which required his working with field men who cover all State and Federal highways in Florida. On May 27, 1950, he was appointed director of the division, and immediately started a statewide program to clear all highways of illegally-erected advertising and obtain permits for all advertising not previously permitted according to law.

During 1949, there were 1908 new permits issued for advertising along the highways, and 4,319 violations removed by field representatives. There were 26 licenses issued to new operators during 1949, bringing the total of active outdoor operators to 84, an increase of 23% over the previous year. Field men of this division traveled 117,729 miles during 1949 in their efforts to clear the highways of illegal advertising and in performance of other duties. An increase of 286 new accounts over that of the previous year was recorded, making a total of 1,744 accounts throughout the State. Revenue received from fees by this department in 1949 was \$48,769.35, an increase of \$3,654.97 over the previous year.

In 1950 this division again showed an increase in all activities throughout the State. In 1950, 2,953 permits were issued for new advertising, an increase of 1,045 over the year 1949. During 1950, 11,126 violations of the law were removed from the highways compared to 4,319 violations removed during 1949. Forty-six new licenses were issued in 1950, bringing the total of active licensed opera-

tors in the State to 130, an increase of more than 50% over the previous year.

A new high of 2,246 active accounts was recorded by the department at the close of 1950. This represented an increase of approximately 35% over the previous year of 1949. Field men of this division traveled 114,787 miles performing their duties during 1950, showing less travel than in the previous year but a decided increase in activities.

A complete change of identification tags for all legally erected advertising was made in 1950. It proved very beneficial to the advertiser and the division. Revenue received from permits, renewals and licenses for the year 1950 was \$55,853.50, an increase of \$7,090.15 over the year of 1949.

During the last year the director held meetings in most of the larger cities with all the advertisers. Those meetings brought a closer cooperation between the division and the operators. As another beneficial outcome of these meetings, we believe there will be less illegal advertising erected along the highways in the future, which will work toward the objective of the outdoor advertising law—beautifying highways throughout the State.

During 1950, the director inaugurated clean-up campaigns in each section of the State, removing illegal and unsightly signs from the highways. By invitation, the director has also attended on many occasions, meetings of civic clubs, women's clubs and garden clubs to discuss highway beautification and the elimination of unsightly advertising signs. On each occasion the director has shown motion pictures of various highways in the State before and after the clean-up campaigns.

Such meetings have brought about closer cooperation and understanding with club members and with the general public. It is the director's intention to educate the advertiser in erecting attractive and more sightly road signs so that the traveling public can enjoy the beauty and charm of our highways. Consequently, it is the aim of this division to continue such clean-up campaign from time to time until all roads in this State are free and clear of unsightly and illegally erected signs.

Permit and license fees collected for	
1949	\$ 48,769.35
Permit and license fees collected for	
1950	55,859.50

Total fees collected for the period
of this report \$104,628.85

Further studies are in order so as to increase the efficiency of this division and achieve an even better progress record during the next two years.

DRAINAGE ENGINEER'S REPORT

ARTHUR L. WEST, *Engineer of Drainage*

The State Road Department's drainage engineers work with the engineers in the district offices in determining the drainage requirements for construction and maintenance projects and investigating drainage complaints. Recommendations for bridge lengths are given to the bridge department.

Stream flow records and studies are made in cooperation with the U. S. Geological Survey.

Numerous drainage problems which affect cities and counties as well as the Department are solved by joint consultation with their officials, and the cost of the improvement shared with the local

unit.

Generally, economy has dictated the use of drainage facilities adequate for normal conditions, but which are subject to flooding in periods of excessive rainfall.

Many property owners adjacent to state maintained roads expect more drainage improvement than the Department can provide with its limited funds. The drainage policy in general has been to expend road funds for drainage only as is necessary for the proper road design and to prevent damage to adjacent property.

REPORT OF TRAFFIC MANAGER

F. E. HARRISON, JR., *Traffic Manager, Railroads*

My biennial report, covering 1947-1948 dealt largely with several cases before the Interstate Commerce Commission involving increases in rates and, subsequently, before the Florida Railroad and Public Utilities Commission. In that report we set out how much the Department had saved due to the deferment of increases during the first half of 1947. Following the interim increase of six per cent authorized in December 1948, and effective January 11, 1949, the Commission made permanent an over-all increase of 10 per cent effective September 1, 1949, subject to maximum increases on a few commodities.

It became evident after all of the pyramided increases were applied to the rates on roadway aggregates, drastic action was necessary to preserve this tonnage to the railroads and to the producers who were equipped for rail shipments only. It caused many highway departments to increase the mileage of lower priced highways, using less materials such as our sand base bituminous mixtures. In other states different stabilizing materials were used with surface treatment.

During the first months of 1949 several conferences were held with the producers of roadway aggregates throughout the South and the undersigned participated in each of these conferences

and in two appearances before the executives of the Southern Railroads in Atlanta and New Orleans. Finally, a new scale of rates was evolved which became effective in Florida on June 27, 1949 and interstate on August 15, 1949. This new scale was not subject to any further increases then in effect or pending before the Commission. Prior to this compromise, scale rates were subject to a maximum increase of about 60 to 65 cents per ton interstate and from 35 to 50 cents per ton on shipments within Florida. The new scale more than halved these increases and at the same time it also reduced the interstate rates on slag and gravel from 20 to 85 cents per ton by the elimination of the so-called Florida Arbitrary.

On six projects awarded July 28, 1949, the Department saved \$21,400.00; on bids opened on November 15, 1949, an estimated \$33,000.00; and on bids opened on January 31, 1950, an estimated \$21,500.00 as the result of the reduction in the rates on roadway aggregates within Florida flowing from this revised scale. In addition to this we have recovered several thousand dollars on projects that were completed after the new rates went into effect under the escalator clause in our specifications. It was necessary to obtain the approval of the Florida Railroad and Public Utilities Com-

mission before this revised scale could be made effective on January 27, 1949 and we have cooperated with the producers of roadway aggregates in Florida in working out certain adjustments in the rates and routes under the new scale. This has resulted in some slight reductions here and there in those rates to particular points. This new scale should save the Department approximately \$250,000.00 per year in unit bid prices under our present program.

We participated in cases before the Florida Railroad and Public Utilities Commission involving the rates on petroleum products and efforts were made at that time by the tank-truck haulers to revise the rates on asphalt. These cases were held prior to the unfreezing order issued by the Commission previously referred to in this report.

The Traffic Manager participated in proceedings before the Interstate Commerce Commission in which our State rates were under attack and was successful in eliminating roadway aggregates and other commodities from that proceeding. Furthermore, the rates on roadway aggregates were not involved in the 10% increase that went into effect September 1, 1949.

For several years the rates on asphalt between points in Florida have been the same whether by rail or tank-truck transport and were frozen by the Florida Railroad and Public Utilities Commission. Consequently, each increase in rail rates authorized automatically increased the rates on asphalt by tank-truck transport. After many months of pleading and effort we finally were successful in unfreezing these rates effective September 27, 1950. As a result, an additional increase of five per cent in the Florida intrastate rates required by the Interstate Commerce Commission and the pending 10 per cent increase cannot be applied to truck transport rates unless and until those common carriers justify the increase before the Florida Commission. This is saving the Department about 15 per cent increase in freight rates on shipments of asphalt moving by tank-truck transport.

It has been necessary to analyze voluminous exhibits submitted by the railroads and others with respect to final revision of the class rate structure under the Uniform Class Rate Case with which most of us are familiar. It was argued before

the Commission during the first part of December 1950 and we anticipate a decision which will result in a uniform class rate scale and probably a uniform classification. Our entire rate structure will have a face-lifting and no one can foresee the end result except that there will be increases and reductions in the current rates on particular commodities that are, or may, become involved. The Traffic Manager is following these cases very closely and keeps informed on all proceedings.

In January 1951 a petition was filed by all of the railroads with the Interstate Commerce Commission seeking authority to increase all rates six per cent with a maximum increase of 4 cents on lumber, 4 cents on sugar and 6 cents on fresh fruits and vegetables and a supplementary petition requested an immediate interim increase of indefinite amount but subject to the maximum increase that the Commission finally authorizes after the proposition has been heard. Here again, the Traffic Manager will be compelled to devote considerable time and effort to the preparation of data for submission in this case in order to protect the interests of the Department.

POWER RATES

As previously reported, we maintain a running account of power charges against individual projects which aggregate 225 accounts. We constantly re-rate these projects to determine if any saving can be accomplished and during the past two years we have been able to change over to different rate schedule saving the Department approximately \$1000.00 per annum. We also render quarterly reports showing the KW-h consumption at our camps in an effort to achieve economy in that field. This information enables our Maintenance Department to keep check on the costs of current at each of these camps and to take proper measures where such costs appear excessive.

EXPRESS RATES

During the last two years we have established specific commodity rates on concrete cylinders sent to our testing laboratory at Gainesville. As a result, our total cost for this service to the laboratory is from \$100.00 to \$150.00 less per month than it was under the former adjustment.

SPECIFICATIONS

JAMES WADSWORTH

The work of the Specifications Department includes reviewing all road and bridge plans for projects that are to be let to contract to determine whether they conform with the standard specifications, and to write detailed specifications for types of construction for particular projects which vary from the methods and materials set out in the standard specifications book.

At the time of reviewing plans for an individual project, all applicable modifications from the standard printed specifications book as to specifications for materials or construction methods, that have been adopted by the Department sub-

sequent to the printing of the latest edition of the book, are assembled for inclusion in the contract.

The Specifications Department also has the responsibility of rewriting and reprinting the Standard Specifications at two or three-year intervals. The rewriting is done under the direction of the state highway engineer, assisted by the engineer of bridges and the engineer of tests. The Standard book was revised and reprinted during the last biennium. The printing cost for approximately 3000 copies was a little over one dollar per copy.

DEPARTMENT OF FINAL PLANS AND ESTIMATES

VICTOR F. JOHNSON

Engineer of Final Estimates

The following is a brief resume of the organization and duties of this Department:

The personnel consists of the engineer of final estimates, assistant engineer of final estimates, secretary, three assistant project engineers and a clerk.

The duties of this Department are to receive the final plans on all road and bridge jobs with data supporting the final quantities as compiled by the field engineer.

Upon receipt of the plans, a complete record is

made, showing when received and the supporting data. To this record is attached all correspondence relative to the job during construction.

The contract is checked to see if there is any overrun in contract time. If there is, the contractor is notified. He then requests an extension of contract time to cover the overrun. This request may be granted or rejected by the state highway engineer.

After the above process, final plans are placed in the checking department for a complete review



STORM DAMAGE resulting from the 1950 hurricane and high water on Road 684 near Anna Maria. To prevent damage of this nature, approximately 10,000 feet of sea wall is being constructed throughout the district.

STATE ROAD DEPARTMENT OF FLORIDA
SAFETY DEPARTMENT
1950 SUMMARY OF EMPLOYEES' INJURIES

DISTRICTS	NATURE OF INJURY													CAUSE OF INJURY													RATING				COMPENSATION AWARDS		
	CUTS	BRUISES	BURNS	SPRAINS – STRAINS	Ivy and/or Weed Poisoning	FRACTURES	FOREIGN BODY IN EYE	HERNIA	PUNCTURE WOUNDS	CRUSHED MEMBER	FATAL	Not Otherwise Classified	TOTAL INJURIES	HAND TOOLS	Falling or Flying Objects	MOVING VEHICLES	MACHINERY	HANDLING OBJECTS	Hot, Corrosive or Flammable Materials	FALLS OF PERSONS	Stepping Upon or Striking Against	Ivy & Poison Weeds, Muck, Insect Stings	Not Otherwise Classified	TOTAL INJURIES	APPROXIMATE EXPOSURE MAN HOURS	LOST TIME INJURIES	FREQUENCY RATING	LOST WORKING DAYS	SEVERITY RATING	COMPENSATION COST	MEDICAL COST	TOTALS	
1	35	58	10	24	3	2	6	1	10	5	1	2	156	25	26	14	17	26	7	13	18	3	7	156	1,268,000	14	11.04	8,209	6.64	\$ 9,881.77	\$ 3,918.11	\$ 13,799.88	
2	62	48	8	25	22	2	15	4	9	4	1	4	204	43	34	9	14	36	7	13	16	22	10	204	1,566,000	16	10.21	6,439	4.11	1,777.81	4,230.89	6,008.70	
3	63	57	1	24	7	3	12	2	9	2	1	8	188	51	38	12	17	29	1	11	8	8	13	188	1,650,000	16	9.69	8,353	5.06	12,219.08	4,953.20	17,172.28	
4	22	26	7	13	5	3	11	2	8	2		2	101	19	24	8	6	13	6	8	8	5	4	101	1,214,000	10	8.23	238	0.11	919.58	3,122.62	4,042.20	
5	22	45	3	21	7	2	20	2	8	1			132	20	30	9	9	27	5	9	10	6	7	132	1,194,000	13	10.88	276	0.23	1,308.19	4,121.95	5,430.14	
TOTALS	204	234	29	107	44	12	64	11	44	14	3	16	781	158	152	52	63	131	26	54	60	44	41	781	6,892,000	69	10.01	23,515	3.41	\$ 26,106.43	\$ 20,346.77	\$ 46,453.20	
TOTALS 1949											5			177	99	52	65	149	36	59	45	55	9	746	6,000,000	80	13.33	32,928	5.48	\$ 52,158.74	\$ 20,503.36	\$ 72,662.10	

$$\text{FREQUENCY RATE} = \frac{\text{LOST TIME INJURIES} \times 1,000,000}{\text{TOTAL MAN HOURS}}$$

$$\text{SEVERITY RATE} = \frac{\text{TIME LOST (IN DAYS)} \times 1,000}{\text{TOTAL MAN HOURS}}$$

where all corrections are made and checked. After all checking is completed, a corrected copy of the final estimate and a letter of acceptance, showing the final amount due is submitted to the contractor for his acceptance. Upon receipt of the signed acceptance letter the final estimate is then placed in line for payment.

SAFETY DEPARTMENT

ALTON REVEL, *Safety Director*

Hand tools and the handling of materials are responsible for the greatest number of injuries on road department projects. The record indicates that we must give greater stress to the proper use of hand tools and to the best methods of handling materials. More careful supervision by those in charge is necessary in order to instruct new employees on how to work safely and to arrest unsafe working habits which have been developed by older employees.

Frequency of lost time accidents per million exposure manhours, determines your standing. In our 1950 report we show a substantial decrease in our frequency rate, for which the field men are to be congratulated. This is far from a perfect record and is not to be so construed. The months ahead are hazardous ones for the field crews. Use every precaution and every safety device provided for your protection. Let's get frequency rate down. It can be done.

Our severity rate is much too high due to the seriousness of some of our accidents. We had three fatal accidents during 1950, each of which is charged 6000 lost working-days. In 1949 we had five fatal accidents. This shows improvement over

This office furnishes all project engineers in the field with any information which they may request pertaining to the job under their supervision.

During the years of 1949 and 1950 this office received, checked and placed in line for final payment four hundred (400) road and bridge jobs.

the previous year but we should be able to go through a year without a single fatality. Let's make that our goal for 1951.

Total compensation awards for 1950 was \$46,453.20 as compared to \$72,662.10 for 1949. We can continue to cut this cost if we put more stress on the safety angle of our work.

Around July of 1950 we began teaching first aid to our maintenance field forces, requiring every one from the rank of foreman down to participate. We find only about 10% of the men have ever had any first aid instruction. The course is a performance course designed especially for those doing this type of work. Approximately 600 employees have completed the course since we began instruction.

Installation of blinker lights on various pieces of our equipment has met with the approval of many and has no doubt averted many accidents.

Detonator tests has opened the eyes of many of our truck drivers. We find quite a few defective brakes, etc., as a result of these tests, and send the trucks in for repairs. However we have too many vehicular accidents and must do something to reduce them to a minimum.

AUDITING DEPARTMENT

W. A. WILLIAMS, *Auditor*

The Financial status and operations of the Department for the 1949-1950 biennium appear under the following exhibits and schedules:

Exhibit "A"—Financial Statement of all Funds, December 31, 1949

Exhibit "B"—Financial Statement of all Funds, December 31, 1950

Schedule 1—Statistical Statement of sources and amounts of revenues from October 1915 to December 31, 1950.

Schedule 2—Statement of encumbrances to December 31, 1950 (Operating Costs)

Schedule 3—General Cash Statement. Receipts and Disbursements by months, and funds for the year 1949

Schedule 4—General Cash Statement. Receipts and Disbursements by months, and funds for the year 1950

Schedule 5—County Gas Tax Surplus. Cash Statement. Receipts and Disbursements by Counties to December 31, 1950

Schedule 6—County 7th Cent Gas Tax. Cash Statement. Receipts and Disbursements by Counties to December 31, 1950

Schedule 7—Florida State Improvement Commission. Cash Statement. Receipts and Disbursements by Counties to December 31, 1950

The volume of audited bills handled by the accounting office during 1950 was \$51,674,644.47 as against \$44,859,180.10 in 1948, the next highest year, or an increase of \$6,815,464.37. This increase in volume was largely due to the enactment by the Extraordinary Session of the Legislature of 1949 of Chapter 26321, the Secondary Roads Assistance Act, and the Department's creation of a secondary road program. This program necessitated the setting up of five subsidiary accounts for each of the sixty-seven counties of the state.

During July 1950, the State Road Department, the Department of Public Safety, the Florida Railroad and Public Utilities Commission, and the Motor Vehicle Commission signed a cooperative agreement for the enforcement of the Florida Motor Vehicle Safety Act, Chapter 25342, Laws of Florida, Acts of 1949. As a result of the enforcement of this Statute, the Department of Public Safety had turned over to the State Road Department, prior to December 31, 1950, the sum of \$52,370.23 of which amount the Department has paid out for enforcement expenses the sum of \$6,928.65, leaving a net balance available for maintenance of roads of \$45,441.58.

Also, during 1950 the State Auditing Department, at the request of the Chairman of the State Road Department, secured the services of sufficient private auditors, supervised by the state auditor, to make an audit of records of the State Road Department from the period of the last audit, March 1932, through December 31, 1950. This audit required considerable extra work by the employees of the accounting office. A new procedure will summarize the information carried in our accounting cards monthly so that future

annual audits can proceed without materially interrupting the work of the accounting office.

Under our IBM accounting system, the following are some of the types of information that may be obtained merely by resorting to the cards:

1. Total purchases of various types of materials or services.
2. Total purchases or services from each creditor.
3. Cost of construction, whether Federal or State, by counties; by sections in each county; by job number under each section; and by account number under each job such as grading, paving, structures, etc., showing the type of commodity or service under each account.
4. The cost of maintenance by district; county; section; surface group; account number; and commodity or service under each account number.
5. Equipment costs are handled under one control account for investment and another control account for operation. Assembled under these accounts are the individual pieces of equipment with an SRD identification assigned for each. Costs to the individual pieces of equipment are further broken down to show the type of cost, such as repair parts, shop cost, gasoline, oil, tires and tubes and warehouse issues.
6. Administrative costs and warehouse purchases are accumulated under account numbers representing the different offices or warehouses. Costs going into these accounts are coded as to commodity classification, showing the type of materials or services making up the cost.

STATE ROAD DEPARTMENT OF FLORIDA GENERAL ACCOUNTING DIVISION BALANCE SHEET—DECEMBER 31, 1949

Exhibit A

ASSETS			
CASH—CURRENT			
State Road License Fund—Gasoline	\$ 6,147,642.07		
Bank of Bonifay	21.11		
Outdoor Advertising Fund	47,867.97		
State Trust Fund	25,000.00	\$ 6,229,931.15	
CASH IN TRUST FOR SPECIFIED EXPENDITURES			
Amount Held in Trust for Specified Expenditures under Article IX, Section 16, of the Constitution	\$ 3,258,889.12		
Amount Held in Trust for Specified Expenditures, Florida State Improvement Commission County Bond Funds	3,903,158.15		
Amount Held in Trust for Specified Expenditures—Holmes County Maintenance Funds	11,727.72		
Amount Held in Trust for Specified Expenditures—Under Chapter 26321, Acts of 1949	462,714.28	7,636,489.07	
RECEIVABLES DUE FROM PUBLIC ROADS ADMINISTRATION			
Due for Work Completed	\$ 378,797.36		
Due for Work Underway	1,341,224.87	1,720,022.23	
CAPITAL INVESTMENT			
**Construction of General Highway System	\$361,138,535.73		
Less—Amount of Future Payments in Connection with Existing Bridge and Road Purchase Agreements:			
State Construction	\$ 6,559,646.26		
F.S.I.C. Construction	10,880,531.56	17,440,177.82	
	343,698,357.01		
Equipment and Buildings—Net	\$ 5,201,325.10		
Inventories—Current	1,738,068.21		
Accounts Receivable	12,714.41	350,650,465.63	
CAPITAL EXPENSE			
Maintenance and Traffic	\$77,828,204.06		
Division of Traffic and Planning	1,720,035.93		
Florida Highway Advisory Committee	6,721.45	79,564,961.44	
MISCELLANEOUS			
State Planning Board	\$ 171,781.93		
Division of Airways	125,002.04		
Division of Outdoor Advertising	234,372.91		
Special County Audit—1941	51,215.47		
Funds Diverted to General Revenue—			
Years 1928 to 1932, inclusive	\$ 1,385,598.88		
Years 1942 to 1949 inclusive, under Chapter 20890, Acts of 1941	4,218,171.25	5,603,770.13	6,186,142.48
		\$451,988,012.00	

** NOTE—The figures here shown indicate accumulated historic investment by the Department since it was first organized, but do not represent the actual cost nor the physical valuation of the existing highway system maintained by the Department. Correct figures can be established only by an exhaustive physical inventory and adjustment to conform with fact then disclosed.

LIABILITIES			
ACCOUNTS PAYABLE—CURRENT			
General Obligations	\$ 85,502.19		
Contractor's Retainage	585,650.00		
Bridge Lease Purchases	.00	\$ 1,071,152.19	
PLEDGES FOR SPECIFIED EXPENDITURES			
Amount Held in Trust for Specified Expenditures under Article IX, Section 16, of the Constitution	3,278,889.12		
Amount Held in Trust for Specified Expenditures—Florida State Improvement Commission County Bond Funds	3,903,158.15		
Amount Held in Trust for Specified Expenditures—Holmes County Maintenance Funds	11,727.52		
Amount Held in Trust for Specified Expenditures under Chapter 26321, Acts of 1949	462,714.28	7,636,489.07	
FREE SURPLUS			
Cash and Receivables in Excess of Current Accounts Payable		6,878,801.19	

**CAPITAL SURPLUS.....436,401,569.55
\$451,988,012.00

** NOTE—The figures here shown represent the accumulated historic surplus and are subject to adjustment, to conform with fact, if and when a physical inventory of the existing highway system is undertaken.

ANALYSIS OF CAPITAL SURPLUS			
Revenue Collected to December 31, 1949, as per Schedule 1	\$ 449,196,837.58		
Earned Revenue Uncollected	1,720,022.23		
Less:		\$ 450,916,859.81	
Funds in Trust	\$ 7,636,483.07		
Free Surplus, December 31, 1949	6,878,801.19	14,515,290.26	
		\$ 436,401,569.55	

**STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
BALANCE SHEET—DECEMBER 31, 1950**

Exhibit B

ASSETS			
CASH—CURRENT			
State Road License Fund—Gasoline.....	\$ 901,837.18		
Outdoor Advertising Fund.....	48,949.73		
State Trust Fund.....	35,000.00	\$ 985,786.91	
CASH IN TRUST FOR SPECIFIED EXPENDITURES			
Amount Held in Trust for Specified Expenditures under Article IX, Section 16, of the Constitution.....	3,910,678.57		
Amount held in Trust for Specified Expenditures—Florida State Improvement Commission County Bond Funds.....	28,759,648.76		
Amount Held in Trust for Specified Expenditures—Holmes County Maintenance Funds.....	9,623.14		
Amount Held in Trust for Specified Expenditures under Chapter 26321, Acts of 1949.....	3,857,941.53	36,537,892.00	
RECEIVABLES DUE FROM PUBLIC ROADS ADMINISTRATION			
Due for Work Completed.....	937,922.49		
Due for Work under Way.....	1,291,472.10	2,229,394.59	
CAPITAL INVESTMENT			
**Construction of General Highway System.....	447,160,392.80		
Less—Amount of Future Payments in Connection with Existing Bridge and Road Purchase Agreements—			
State Construction.....	\$ 8,093,728.29		
F.S.I.C. Construction.....	55,811,406.86	63,905,135.15	
		\$383,255,257.65	
Equipment and Buildings—Net.....	6,017,961.99		
Inventories—Current.....	2,415,855.45		
Accounts Receivable.....	60,288.97	391,749,364.06	
CAPITAL EXPENSE			
Maintenance and Traffic.....	86,882,263.47		
Division of Traffic and Planning.....	1,961,370.74		
Florida Highway Advisory Committee.....	6,721.45	88,850,385.66	
MISCELLANEOUS			
State Planning Board.....	\$ 171,781.63		
Division of Airways.....	125,002.04		
Division of Outdoor Advertising.....	287,665.89		
Audit State Road Department.....	66,714.43		
Special County Audit—1941.....	51,215.47		
Funds Diverted to General Revenue:			
Years 1928 to 1932 inclusive.....	\$ 1,385,598.88		
Years 1942 to 1950 inclusive, under Chapter 20890, Acts of 1941.....	5,155,685.19	6,541,284.07	7,243,663.83
			\$527,596,487.05

** NOTE—The figures here shown indicate accumulated historic investment by the Department since it was first organized, but do not represent the actual cost nor the physical valuation of the existing highway system maintained by the Department. Correct figures can be established only by an exhaustive physical inventory and adjustment to conform with fact then disclosed.

LIABILITIES			
ACCOUNTS PAYABLE—CURRENT			
General Obligations.....	\$ 42,201.18		
Contractor's Retainage.....	1,320,663.51		
Bridge Lease Purchases.....	.00	\$ 1,362,864.69	
PLEDGES FOR SPECIFIED EXPENDITURES			
Amount Held in Trust for Specified Expenditures under Article IX, Section 16, of the Constitution.....	3,910,678.57		
Amount Held in Trust for Specified Expenditures—Florida State Improvement Commission County Bond Funds.....	28,759,648.76		
Amount Held in Trust for Specified Expenditures—Holmes County Maintenance Funds.....	9,623.14		
Amount Held in Trust for Specified Expenditures under Chapter 26321, Acts of 1949.....	3,857,941.53	36,537,892.00	
FREE SURPLUS			
Cash and Receivables in Excess of Current Accounts Payable.....			\$ 1,852,316.81
**CAPITAL SURPLUS			487,843,413.55
			\$527,596,487.05

** NOTE—The figures here shown represent the accumulated historic surplus and are subject to adjustment, to conform with fact, if and when a physical inventory of the existing highway system is undertaken.

ANALYSIS OF CAPITAL SURPLUS			
Revenues Collected to December 31, 1950, as per Schedule 1.....	\$ 524,004,227.77		
Earned Revenues Uncollected.....	2,229,394.59		
Less:		\$ 526,233,622.36	
Funds in Trust.....	\$36,537,892.00		
Free Surplus, December 31, 1950.....	1,852,316.81	38,390,208.81	
		\$ 487,843,413.55	

**STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATISTICAL STATEMENT SHOWING REVENUES FROM THE SEVERAL TAX FUNDS
SINCE INAUGURATION OF STATE ROAD DEPARTMENT
OCTOBER, 1915, TO DECEMBER 31, 1950**

Schedule 1

	(1) 15% and 5% General Administrative	(2) Auto License	(3) State Tax Ad Valorem	(4) Federal Government	(5) Gasoline Inspection and Road Maintenance Fund	(6) Gasoline 1c, 2c, 3c, and 4c	(7) Counties, Cities, and Miscellaneous Revenue	(8) Second Gas Tax and County Gas Tax Surplus	(9) County 7th Cent Gas Tax	(10) Florida State Improvement Commission County Bond Fund	Total
November and December 1915	\$ 3,646.90										\$ 3,646.90
1916	30,246.23										30,246.23
1917	21,439.42						238.79				21,678.21
1918	42,164.42	236,300.00	175,842.11	9,972.55			11,111.22				475,390.30
1919	52,443.82	297,034.63	290,532.41	11,759.19			71,157.76				722,927.81
1920	73,725.00	425,775.00	604,814.77	290,090.84	55,824.74		239,320.49				1,690,546.42
1921	101,133.40	570,401.51	643,373.16	490,308.38	17,850.32		111,708.76				2,200,806.36
1922	71,623.51	1,002,729.20	396,206.19	842,965.84	80,803.14		580,716.92				3,576,381.51
1923	92,968.50	1,301,560.08	427,243.17	820,063.74	91,884.70	1,261,845.08	515,988.35				4,511,553.62
1924	112,579.83	1,576,118.04	424,392.88	1,071,287.04	196,327.06	2,448,855.49	879,219.83				6,708,780.17
1925	164,768.30	2,306,727.50	505,109.94	1,080,574.24	249,308.01	4,355,634.61	1,689,856.43				10,351,979.03
1926	314,244.20	4,399,418.71	524,426.09	1,007,484.16	410,842.46	8,636,358.93	614,137.61				15,906,912.16
1927	301,710.05	4,221,924.26	132,566.97	1,688,401.62	388,688.75	8,243,691.18	4,426,113.03				19,403,095.86
1928	228,623.58	3,200,716.39	4,649.30	872,513.91		6,770,508.10	3,053,105.82				14,130,117.10
1929	230,848.16	3,231,873.75	122.88	820,766.72		5,855,384.86	1,923,768.92				11,462,764.79
1930	225,098.46	3,151,378.57	283.16	1,230,204.44		4,527,699.18	810,555.08				9,975,218.89
1931	216,159.86	3,026,237.92	147.92	2,811,807.33		5,572,259.67	384,858.21				12,031,470.91
1932	61.86	885.99	7.11	735,557.99		6,350,235.99	113,968.45				7,200,697.39
1933	137.00	1,918.02	3.37	3,392,259.89		6,062,535.31	140,557.17				9,597,410.76
1934			5.73	5,996,613.21		6,990,935.43	167,318.04				13,154,872.41
1935			.90	2,587,674.89		7,656,742.47	53,915.27				10,298,333.53
1936			1.25	4,355,421.41		8,539,279.15	5,567.07				12,900,270.88
1937			24.35	3,070,182.52		9,478,380.79	37,069.91				12,585,657.57
1938			.04	1,968,711.70		9,771,785.53	375,338.82			698,672.33	12,814,508.42
1939			.05	2,975,513.95		10,433,741.85	303,646.66			2,593,429.82	16,196,332.33
1940				2,568,733.39		11,540,956.72	103,021.70			2,640,806.45	16,853,518.26
1941			.40	1,996,813.36		14,006,948.49	3,704.49			3,831,094.01	19,838,560.75
1942				2,578,868.02		10,498,070.19	50,879.98			1,214,596.98	14,342,415.17
1943			.20	5,110,180.56		11,545,557.87	43,556.26			549,318.98	17,248,613.87
1944				6,317,924.83		12,377,431.56	77,055.65			842,393.58	19,614,805.62
1945				1,390,512.18		14,565,291.98	111,615.18			1,107,359.23	17,172,778.57
1946				1,416,195.26		20,507,036.27	319,710.19			3,212,607.43	25,455,549.15
1947		32,519.61		3,926,657.71		23,374,844.59	298,209.00			3,291,228.35	30,923,459.26
1948				4,882,801.95		25,402,567.61	436,852.87			4,120,026.19	8,192,659.84
1949				4,098,503.97		27,641,817.48	252,178.37			4,742,725.87	30,790,628.91
1950				4,628,239.09		31,194,684.53	428,826.27			5,980,460.75	74,807,390.19
*Total Receipts	\$ 2,283,622.50	\$28,983,499.18	\$ 4,219,755.85	\$76,684,535.88	\$ 1,491,529.18	\$316,328,474.03	\$18,264,848.57	\$35,040,190.21	\$ 6,452,175.03	\$34,255,597.34	\$524,004,227.77
*Disbursements—November 1915 to December 1950, inclusive	2,283,622.50	28,983,499.18	4,219,755.85	76,684,535.88	1,491,529.18	315,443,077.28	18,189,835.27	31,129,511.64	2,594,233.50	5,495,948.58	486,515,548.86
Balance											
Revenue December 31, 1950						\$ 885,396.75	\$ 75,013.30	\$ 3,910,678.57	\$ 3,857,941.53	\$28,750,648.76	\$37,488,678.91
**Balance in State Trust Fund—Net											35,000.00
Total Cash Balance December 31, 1950											\$37,523,678.91

- (1) November, 1915, to December 31, 1921, inclusive—15% of Net Receipts from Sale of Auto License was allotted for Salaries of Chairman and Members, also for maintaining General Office, effective January 1, 1922, this was reduced to 5%; July 1, 1931, receipts went to School Fund.
- (2) Years 1918 to 1921, inclusive—85% of Net Receipts from sale of Auto License was allotted Counties, but turned over to this Department for disbursement. Proportion allowed each County was on percentage basis, using Tax Valuation as basis. This manner of handling was changed in 1922 as follows: All Receipts pooled, from Pool actual expense of getting out tags was deducted. The net was then divided—25% remitted to Counties direct, 5% allowed for General Office Maintenance, and 70% for Construction of Roads. July 1, 1931, receipts from Motor Vehicle License Fund were turned over to School Fund.
- (3) Ad Valorem Tax on Real and Personal Property for Road Purposes. This tax was repealed by Legislative Session 1927.
- (4) Amount received from Federal Government. This does not represent the amount allotted but is amount actually paid in, including Grants and Flood Claims, and \$1,239,755.03 paid in 1944 by the United States as their share of cost of Gandy Bridge.
- (5) Effective 1921, an Inspection Tax of 1/8c per gallon was imposed on Gasoline sold within the state, total revenue \$1,051,527.78. Road Maintenance Fund represents proportion allowed as net receipts from sale of Auto Registration Certificates, total revenue \$440,001.40. No revenue from these sources since the year 1927.
- (6) Effective 1921, a tax of 1c per gallon was imposed on Gasoline; July 1923 this was increased to 2c; July 1925, increased to 3c; July 1929, reduced to 2c; July 1, 1931, increased to 3c; and January 1, 1943, increased to 4c. In addition to the first 3c effective July 1, 1941, this fund includes surplus, in excess of County Gasoline Receipts for the year 1938, in the amount of \$1,640,738.06. This fund also receives Gasoline Dealers' License after deducting expenses.
- (7) Paid in by Counties, Cities, Railroads, and Columbia County Bonds as contribution on roads constructed or to

- be constructed. Also includes receipts of Outdoor Advertising Fund; Interest on U.S. Treasury Certificates; Holmes and Washington County Maintenance Funds; Broward County Contribution to Construction of Andrews Avenue Bridge; amount of Warrants cancelled due to being over six months old; Santa Rosa Island Bridge Tolls; Truck Weight and Inspection Fees; Holland Building Replacement Fund.
- (8) Amount received under Second and Third Provisions of Second Gasoline Tax (Chapter 15659, Acts of the 1931 Legislative Session) and Second Gas Tax under Provisions of Chapter 19279, Acts of 1939 Legislative Session, \$7,911,907.42. Amount received under County Gas Tax Surplus (Chapter 20302, Acts of 1941 Legislative Session and Article IX, Section 16, of the Constitution), \$27,128,282.79.
- (9) Amount received under County 7th Cent Gas Tax—Secondary Roads Assistance (Chapter 26321, Acts of 1949 Legislative Session).
- (10) Funds received from sale of Florida State Improvement Commission County Bonds.
- * The above Receipts and Disbursements include \$6,541,284.07 of Funds diverted to General Revenue. \$1,385,598.88 was from 1928 to 1932, inclusive. \$5,155,685.19 was from 1942 to 1950, inclusive, under Chapter 20890, Acts of 1941.
- ** State Trust Fund is derived from sale of Miscellaneous Items credited to State Projects effected.
- † This balance is made up of balances in Outdoor Advertising Fund; Holmes County Maintenance Fund; canceled Warrants over six months old.
- ‡ These Receipts and Disbursements have been adjusted in the amount of \$2,261,005.48 paid into Florida State Improvement Commission County Bonds Sinking Funds.

**STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
ENCUMBRANCES TO DECEMBER 31, 1950**

Schedule 2

	NET TO JANUARY 1, 1949		ENCUMBRANCES—1949		ENCUMBRANCES—1950		NET TO DATE	
	Debit	Credit	Debit	Credit	Debit	Credit	Debit	Credit
Construction of Roads.....	\$ 319,363,802.90	\$	\$ 24,334,555.01	\$	\$ 39,556,899.74	\$	\$ 383,255,257.65	\$
Maintenance and Traffic.....	70,098,477.42	.....	7,739,726.64	.....	9,044,089.41	.....	86,882,293.47	.....
Administrative and General Office.....	.....	.....	480,551.71	480,551.71	570,445.51	570,445.51	.....	.....
Division of Traffic and Planning.....	1,521,503.00	.....	198,532.93	.....	241,334.81	.....	1,961,370.74	.....
State Planning Board.....	171,781.93	.....	.....	.....	.....	.....	171,781.93	.....
Division of Airways.....	125,002.04	.....	.....	.....	.....	.....	125,002.04	.....
Truck Weight Inspection.....	.....	.....	104,162.52	104,162.52	6,928.65	6,928.65	.....	.....
Workmen's Compensation.....	.....	.....	45,360.05	.....	104,383.83	104,383.83	.....	.....
Division of Outdoor Advertising.....	189,012.86	.....	.....	.....	53,292.98	.....	287,665.89	.....
Audit of State Road Department.....	.....	.....	.....	.....	66,714.43	.....	66,714.43	.....
Special County Audit—1941.....	51,215.47	.....	10,000.00	10,000.00	.....	.....	51,215.47	.....
Geological Survey.....	.....	.....	.....	455,565.58	8,066.50	8,066.50	.....	.....
Cost of Equipment and Buildings.....	5,656,890.68	.....	.....	148,121.15	816,636.89	.....	6,017,961.99	.....
Inventories and Undistributed Items.....	1,886,189.36	.....	.....	30,893.60	677,787.24	.....	2,415,855.45	.....
Accounts Receivable.....	43,608.01	.....	120,903.19*	.....	47,574.56	.....	60,288.97	.....
State Trust Fund.....	35,000.00	.....	17,446.88	17,446.88	252,800.47*	.....	35,000.00	.....
Special Traffic Survey.....	.....	.....	.....	.....	28,884.25	28,884.25	.....	.....
Florida Highway Advisory Committee.....	6,721.45	.....	.....	.....	.....	.....	6,721.45	.....
Gross Encumbrances—Current Years.....	.....	.....	\$ 31,804,497.49	\$	\$ 50,757,130.53	.....	.....	.....
Less—Miscellaneous Sales, etc. (Refunds).....	.....	.....	120,903.19	.....	252,800.47	.....	.....	.....
Net Encumbrances.....	\$ 399,149,205.12	\$	\$ 31,683,594.30	\$	\$ 50,504,330.06	\$	\$ 481,337,129.48	\$
General Revenue (Funds diverted and handling charges).....	4,776,052.27	.....	827,717.86	.....	937,513.94	.....	6,541,284.07†	.....
Total.....	\$ 403,925,257.39	\$	\$ 32,511,312.16	\$	\$ 51,441,844.00	\$	\$ 487,878,413.55	\$

* Miscellaneous sales deposited in State Road License Fund—Gasoline, \$373,703.66.

† Of this amount, funds diverted \$1,385,598.88; handling charges on Gasoline Funds under Chapter 20890, Acts of 1941, \$5,155,685.19.

**STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
CASH STATEMENT—DECEMBER 31, 1949**

Schedule 3

RECEIPTS FOR	Trust Fund and Bank of Bonifay	Trust Account Defense Highway Act 1941	County Gas Tax Surplus	County 7th Cent Gas Tax	Gasoline License Fund	Outdoor Advertising Fund	Holmes County Maintenance Fund	Florida State Improvement Commission County Bond Fund	Total
Balance—December 31, 1948.....	\$ 35,021.11	\$ 7,624.91	\$ 3,552,799.28	\$	\$ 1,005,002.16	\$ 42,733.20	\$	\$ 7,448,962.57	\$ 12,092,143.23
January 1949.....			359,604.01		2,945,742.27	1,954.34	5,000.00		3,312,300.62
February 1949.....			436,689.04		2,634,233.95	525.91	5,000.00		3,076,448.90
March 1949.....			437,063.39		3,213,845.99	2,421.56	5,000.00	594,000.00	4,252,330.94
April 1949.....			450,397.02		3,185,939.22	1,709.52	15,000.00		3,653,045.76
May 1949.....			505,398.76		3,239,079.87	1,164.82			3,745,643.45
June 1949.....			413,917.97		2,568,718.66	455.76	4,000.00		2,987,092.39
July 1949.....			371,475.83		2,196,880.97	729.12	4,000.00		2,573,085.92
August 1949.....			352,606.65		2,390,688.09	642.02	4,000.00		2,747,936.76
September 1949.....			350,777.24		2,520,999.17		4,000.00		2,875,776.41
October 1949.....			360,693.03		2,203,995.26	25,899.36	9,000.00		2,599,587.65
November 1949.....			337,089.53		2,404,436.93	9,976.66	5,000.00		2,756,503.12
December 1949.....			367,013.40	462,714.28	2,395,064.76	3,298.80	5,000.00		3,233,091.24
Totals.....	\$ 35,021.11	\$ 7,624.91	\$ 8,295,525.15	\$ 462,714.28	\$ 32,904,627.30	\$ 91,511.07	\$ 65,000.00	\$ 8,042,962.57	\$ 49,604,986.39
DISBURSEMENTS									
January 1949.....	\$	\$ 7,624.91	\$ 527,838.55	\$	\$ 2,513,671.74	\$ 3,339.53	\$ 5,000.00	\$ 71,335.29	\$ 3,128,810.02
February 1949.....			134,183.76		3,165,230.21			220,645.46	3,520,059.43
March 1949.....			718,369.27		2,369,764.69	6,361.04	10,000.00	345,032.82	3,449,517.82
April 1949.....			457,862.97		2,231,403.10	3,554.00	5,000.00	462,907.51	3,160,727.58
May 1949.....			476,878.42		2,044,728.66	4,764.83	3,804.51	418,290.30	2,948,466.72
June 1949.....			424,546.50		3,420,696.54	3,875.70	4,486.01	797,360.78	4,650,965.53
July 1949.....			517,100.44		695,270.77	3,069.90	3,928.20	108,486.86	1,327,856.17
August 1949.....			213,158.00		1,667,711.65	3,433.35	3,966.65	306,972.17	2,195,241.82
September 1949.....			286,266.84		2,236,271.28	3,324.19	4,409.75	339,771.35	2,870,043.41
October 1949.....			383,373.94		1,614,627.37	3,588.24	4,485.62	293,487.92	2,299,563.69
November 1949.....			346,228.53		1,773,882.95	3,312.52	4,048.55	230,637.83	2,358,110.38
December 1949.....			550,828.81		3,024,336.27	5,019.80	4,143.19	544,876.13	4,129,204.20
Totals.....	\$	\$ 7,624.91	\$ 5,036,636.03	\$	\$ 26,757,585.23*	\$ 43,643.10	\$ 53,272.48	\$ 4,139,804.42	\$ 36,038,566.17
Balance—December 31, 1949.....	\$ 35,021.11	\$	\$ 3,258,889.12	\$ 462,714.28	\$ 6,147,042.07	\$ 47,867.97	\$ 11,727.52	\$ 3,903,158.15	\$ 13,866,420.22

* \$827,717.86 of this amount was diverted under Chapter 20890, Acts of 1941.

**STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
CASH STATEMENT—DECEMBER 31, 1950**

Schedule 4

RECEIPTS FOR	Trust Fund and Bank of Botifay	County Gas Tax Surplus	County 7th Cent Gas Tax	Gasoline License Fund	Outdoor Advertising Fund	Holmes County Maintenance Fund	Florida State Improvement Commission County Bond Fund	Holland Building Replacement Fund	Total
Balance—December 31, 1949	\$ 35,021.11	\$ 3,258,889.12	\$ 462,714.28	\$ 6,147,042.07	\$ 47,807.97	\$ 11,727.52	\$ 3,903,158.15	\$	\$ 13,896,420.22
January 1950		409,543.99	526,738.22	3,230,986.04	2,423.12	5,000.00			4,174,691.37
February 1950		543,516.32	540,539.02	2,971,678.80	3,252.02	5,000.00			4,063,986.16
March 1950		562,638.94	553,606.21	3,184,135.21	1,682.86	5,000.00			4,307,063.22
April 1950		581,848.07	501,707.37	3,214,809.58	1,396.95	5,000.00			4,394,761.97
May 1950		639,840.57	515,864.88	3,338,705.60	986.60	5,000.00			4,500,397.65
June 1950		525,775.01	514,300.40	3,232,460.97	709.87	5,000.00			4,278,246.25
July 1950		523,261.73	373,146.65	2,593,456.46	234.06	5,000.00			3,495,098.90
August 1950		500,001.32	478,016.98	2,991,722.94	1,278.99	5,000.00		51.80	3,976,072.03
September 1950		490,555.46	477,865.85	2,879,534.42	15,436.43	5,000.00		49.70	3,868,441.86
October 1950		490,570.87	446,225.48	2,721,381.83	17,980.40				3,676,158.58
November 1950		442,227.25	474,107.10	2,889,731.70	5,402.72	5,000.00	27,556,960.28		31,373,429.05
December 1950		486,151.46	497,342.59	3,145,065.13	4,996.16	5,000.00	7,855.20		4,146,410.54
Totals	\$ 35,021.11	\$ 9,454,820.11	\$ 6,452,175.03	\$ 42,540,710.75	\$ 103,648.15	\$ 66,727.52	\$ 31,467,973.63	\$ 101.50	\$ 90,121,177.80
DISBURSEMENTS									
January 1950	\$	\$ 240,398.64	\$.00	\$ 898,948.21	\$ 5,056.48	\$ 4,796.83	\$ 93,005.97	\$	\$ 1,242,206.13
February 1950		103,522.32	.00	2,629,960.32	4,921.75	4,323.47	195,036.43		2,937,764.29
March 1950		583,319.86	304,278.40	2,638,507.66	4,842.79	4,133.48	149,382.86		3,684,465.05
April 1950		292,295.96	79,251.44	3,117,848.47	6,383.48	4,551.06	163,384.30		3,663,714.71
May 1950		438,453.76	80,195.23	3,034,824.86	5,537.98	5,714.09	159,675.53		3,724,401.45
June 1950		447,407.69	216,638.02	4,436,800.13	5,289.14	4,777.22	356,052.28		5,466,964.48
July 1950		382,912.70	283,031.18	3,324,721.48	4,556.45	4,669.22	227,984.83		4,227,875.86
August 1950		581,062.96	386,141.57	3,669,124.98	4,354.22	4,585.34	351,974.34	51.80	4,997,295.21
September 1950		570,236.80	423,886.19	4,104,785.68	3,845.38	4,780.37	284,123.84	49.70	5,391,707.96
October 1950		617,658.90	261,032.30	3,505,691.23	3,447.62	4,745.61	271,413.32		4,663,988.98
November 1950		689,500.90	180,718.93	3,760,573.20	3,069.29	4,989.73	22,681,614.36		27,320,466.41
December 1950	21.11	597,371.05	379,060.24	6,517,087.35	3,393.84	5,037.66	292,532.01		7,794,503.56
Totals	\$ 21.11	\$ 5,544,141.54	\$ 2,594,233.50	\$ 41,638,873.57*	\$ 54,698.42	\$ 57,104.38	\$ 25,226,180.07†	\$ 101.50	\$ 75,115,354.09
Balance—December 31, 1950	\$ 35,000.00	\$ 3,910,678.57	\$ 3,857,941.53	\$ 901,837.18	\$ 48,949.73	\$ 9,623.14	\$ 6,241,793.56		\$ 15,005,823.71
Current Investments—U.S. Treasury Bonds									22,517,855.20
Total Cash and Current Investments									\$ 37,523,678.91

* \$937,513.94 of this amount was diverted under Chapter 20890, Acts of 1941.

† \$22,517,855.20 of this amount was invested in United States Treasury Bonds.

**STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
COUNTY GAS TAX SURPLUS—ARTICLE IX, SECTION 16, OF THE CONSTITUTION
CASH STATEMENT JANUARY 1, 1949, TO DECEMBER 31, 1950**

Schedule 5

County	Balance December 31, 1948	1949		1950		Balance December 31, 1950
		Receipts	Disbursements	Receipts	Disbursements	
Baker.....	\$ 38,353.09	\$ 57,796.09	\$ 52,995.93	\$ 65,065.72	\$ 51,387.99	\$ 56,530.18
Bay.....	255,088.53	106,428.76	283,464.87	127,014.97	107,588.84	97,478.55
Bradford.....		37,781.36	37,781.36	35,646.45	1,353.49	31,292.96
Brevard.....	218,114.02	101,413.77	77,323.16	123,464.63	104,752.86	260,916.40
Broward.....		96,168.40	96,168.40	124,318.36	124,318.36	
Calhoun.....	48,720.72	53,280.43	102,011.15	60,252.75	60,252.75	
Citrus.....	49,882.73	29,031.53		40,679.69	58,808.79	60,185.16
Clay.....	54,930.52	56,981.82	65,814.14	70,509.28	44,218.49	72,388.99
Collier.....	347,704.23	191,348.71	9,781.53	217,564.17	244,029.25	502,806.33
Columbia.....	84,876.81	87,750.08	161,937.36	101,176.45	86,660.79	25,235.19
Dade.....		441,726.45	248,435.34	547,228.93	446,062.90	294,457.14
De Soto.....	96,934.19	25,004.63	47,738.35	35,802.59	15,252.60	95,350.46
Dixie.....	33,931.85	67,645.19	58,575.63	76,333.37	96,358.94	22,075.84
Duval.....		454,197.86	454,197.86	552,473.59	91,747.01	460,726.58
Escambia.....	11,400.93	249,879.50	260,652.54	292,247.89	267,135.88	25,739.96
Flagler.....	42,737.50	49,340.55	92,078.14	57,625.38	57,625.38	
Franklin.....		73,791.20	59,838.25	84,253.90	47,868.16	50,368.60
Gadsden.....	164,879.89	88,979.80	237,138.44	117,437.68	50,191.49	83,067.44
Gilchrist.....	62,025.03	32,433.85	21,910.44	38,028.16	55,178.38	55,398.22
Glades.....	42,255.55	71,324.40	26,276.78	80,516.74	167,820.00	
Gulf.....	25,651.78	55,226.95	52,595.40	63,357.72	91,641.09	
Hamilton.....	91,272.71	59,859.05	5,385.38	67,447.10	130,680.15	82,513.33
Hendry.....	49,037.65	73,283.00	41,374.36	91,349.79	116,756.64	55,539.44
Highlands.....	299,054.06	94,945.85	194,810.29	111,892.53	294,440.41	16,641.75
Holmes.....	15,162.68	61,062.59	46,137.72	66,996.71	32,404.05	64,683.21
Indian River.....		29,998.86		50,103.06	17,576.37	62,525.55
Jackson.....		117,504.37	117,504.37	133,775.40	133,775.40	
Jefferson.....	29,103.39	68,467.17		87,799.51	5,282.76	180,087.31
Lafayette.....	76,307.33	54,704.41	18,340.88	61,804.78	121,034.28	53,441.36
Lake.....				85,154.41	726.80	84,427.61
Lee.....	70,080.57	87,175.23	35,725.00	102,215.27	107,806.20	115,939.87
Leon.....		67,912.37	67,912.37	81,296.92	81,296.92	
Levy.....				78,859.35	54,000.00	24,859.35
Liberty.....	46,660.94	63,602.12	5,312.63	71,861.61	111,620.69	65,191.35
Madison.....	74,553.70	68,551.80	30,880.09	74,785.86	113,405.86	73,605.41
Manatee.....				71,565.11	71,565.11	
Monroe.....		131,178.79	131,178.79	222,386.73	222,386.73	
Nassau.....		45,774.08	10,363.84	56,909.38		92,319.62
Okaloosa.....	112,666.44	78,318.17	190,984.61	88,733.31	66,353.13	22,380.18
Okeechobee.....	116,349.20	42,634.13		56,077.08	215,060.41	
Osceola.....	128,668.68	104,454.31	157,245.97	127,794.72	5,106.54	198,565.20
Palm Beach.....	257,135.02	360,152.76	585,920.37	451,926.43	475,775.39	7,518.45
Polk.....				101,065.50		101,065.50
St. Lucie.....	110,237.96	96,358.41	56,706.30	72,267.22	108,782.64	113,374.65
Santa Rosa.....	82,306.53	106,202.59	188,509.12	126,144.59	66,147.35	59,097.24
Seminole.....				40,934.29		40,934.29
Sumter.....	48,715.56	51,141.49	20,185.67	62,032.59	108,882.16	32,821.81
Suwannee.....	113,970.81	64,863.51	178,834.32	78,135.37	78,135.37	
Taylor.....	175,281.27	118,186.00	164,307.82	133,369.70	124,327.62	138,201.53
Union.....				27,537.11	2,611.44	24,925.67
Volusia.....		98,600.63	98,600.63	198,660.81	198,660.81	
Wakulla.....	78,747.32	42,596.14	121,343.46	49,657.88	49,657.88	
Walton.....		64,238.65	59,569.11	84,130.86	88,807.40	
Washington.....		62,787.86	62,787.86	70,828.59	70,828.59	
Total.....	\$ 3,552,799.28	\$ 4,742,725.87	\$ 5,036,636.63	\$ 6,195,930.99	\$ 5,544,141.54	\$ 3,619,676.77

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
COUNTY 7th. CENT GAS TAX—CHAPTER 26321, ACTS OF 1949
CASH STATEMENT JANUARY 1, 1949, TO DECEMBER 31, 1950

Schedule 6

County	1949		1950		Balance December 31, 1950
	Receipts	Disbursements	Receipts	Disbursements	
Alachua	\$ 9,219.58	\$	\$ 119,340.01	\$ 128,559.59	\$
Baker	2,254.81	2,819.65	29,186.65	5,819.06	25,622.40
Bay	8,779.54	113,644.03	111,268.27	11,155.30	11,155.30
Bradford	2,783.25	36,026.60	4,453.14	34,356.69	34,356.69
Brevard	6,727.40	87,080.76	13,754.66	80,053.60	80,053.60
Broward	9,248.27	119,711.37	45,000.95	83,958.69	83,958.69
Calhoun	2,252.96	29,162.68	6,964.66	24,450.98	24,450.98
Charlotte	4,441.13	57,486.84	1,596.56	60,331.41	60,331.41
Citrus	3,458.79	44,771.24	43,792.84	4,437.19	4,437.19
Clay	3,661.46	47,394.61	19,846.31	31,209.76	31,209.76
Collier	8,215.49	106,342.87	26,699.58	87,868.78	87,868.78
Columbia	4,568.78	59,074.07	7,257.00	56,380.82	56,380.82
Dade	31,160.11	403,342.25	5,695.91	428,806.45	428,806.45
De Soto	3,487.48	45,142.57	47,375.82	1,254.23	1,254.23
Dixie	2,749.91	35,595.38	9,261.69	29,083.60	29,083.60
Duval	28,445.36	368,202.09	150,573.12	246,074.33	246,074.33
Escambia	12,950.91	167,639.01	35,474.97	145,114.95	145,114.95
Flagler	2,252.96	29,162.69	3,771.15	27,644.50	27,644.50
Franklin	3,076.50	39,823.92	4,244.07	38,656.44	38,656.44
Glades	4,277.79	55,372.55	27,059.70	31,690.64	31,690.64
Gilchrist	1,501.97	19,441.78	18,375.93	2,567.82	2,567.82
Glades	2,999.31	38,823.69	2,872.21	38,950.79	38,950.79
Gulf	2,407.97	31,169.16	4,132.39	29,444.74	29,444.74
Hamilton	2,360.77	30,558.21	27,976.31	4,942.67	4,942.67
Hardee	3,924.74	50,802.61	20,567.40	34,169.95	34,169.95
Henry	4,141.29	53,605.68	31,605.68	57,746.97	57,746.97
Hernando	2,909.55	37,661.75	40,571.30	..	..
Highlands	5,579.41	72,220.94	77,800.35	..	..
Hillsborough	22,019.18	285,020.45	113,656.67	193,382.96	193,382.96
Holmes	2,792.48	36,146.38	8,969.49	29,969.37	29,969.37
Indian River	3,412.06	44,166.29	12,210.20	35,368.15	35,368.15
Jackson	5,210.16	67,441.33	14,889.16	57,762.33	57,762.33
Jefferson	3,486.55	45,130.59	9,847.12	38,770.02	38,770.02
Lafayette	2,279.33	29,594.08	16,040.05	15,743.36	15,743.36
Lake	13,062.42	169,082.48	167,888.76	14,256.14	14,256.14
Lee	6,944.42	89,889.82	2,673.19	94,161.05	94,161.05
Leon	6,280.42	81,294.94	14,936.61	72,638.75	72,638.75
Levy	6,877.79	89,027.35	53,432.31	42,472.83	42,472.83
Liberty	2,653.20	34,343.56	9,008.82	27,987.94	27,987.94
Madison	3,917.80	50,712.75	4,277.38	50,353.17	50,353.17
Manatee	7,767.58	100,545.07	4,872.64	63,440.01	63,440.01
Marion	11,708.06	151,551.32	163,259.38	..	..
Martin	4,157.95	53,821.29	12,628.63	45,350.61	45,350.61
Monroe	10,522.59	136,206.33	13,024.76	133,704.16	133,704.16
Nassau	3,342.65	43,267.86	10,832.25	35,778.26	35,778.26
Okaloosa	4,947.34	64,039.31	22,225.45	46,761.20	46,761.20
Oklawaha	4,064.04	52,617.42	43,835.81	12,846.55	12,846.55
Orange	13,147.97	171,484.25	156,065.20	27,767.02	27,767.02
Osceola	7,756.48	100,401.34	5,074.99	103,083.33	103,083.33
Palm Beach	21,464.85	277,845.09	59,422.14	239,887.80	239,887.80
Pasco	6,664.01	86,260.21	41,615.92	51,308.30	51,308.30
Pinellas	17,422.58	225,521.15	208,283.89	34,659.84	34,659.84
Polk	18,247.60	236,200.38	205,348.38	149,099.60	149,099.60
Putnam	5,420.24	70,160.54	52,108.72	23,472.06	23,472.06
St. Johns	6,649.20	86,068.56	7,176.17	85,541.59	85,541.59
St. Lucie	4,073.74	62,731.20	5,921.69	21,183.25	21,183.25
Santa Rosa	4,930.22	63,817.70	65,797.53	2,950.39	2,950.39
Sarasota	6,363.71	82,373.06	3,992.93	85,643.84	85,643.84
Seminole	4,621.59	59,822.72	744.10	63,700.21	63,700.21
Sumter	5,050.06	65,368.99	54,400.00	16,019.05	16,019.05
Suwannee	4,159.80	53,845.25	3,791.66	54,213.39	54,213.39
Taylor	1,809.15	62,254.47	2,339.35	64,721.57	64,721.57
Union	2,177.53	28,186.42	6,688.19	21,675.76	21,675.76
Volusia	14,065.59	182,067.63	152,652.90	43,480.32	43,480.32
Wakulla	2,256.66	29,210.60	2,256.58	22,240.68	22,240.68
Walton	5,517.41	71,418.32	20,310.41	56,625.32	56,625.32
Washington	2,536.14	32,828.24	3,409.73	31,951.65	31,951.65
Totals	\$ 462,714.28	\$	\$ 5,989,460.75	\$ 2,594,233.50	\$ 3,857,941.53

**STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
FLORIDA STATE IMPROVEMENT COMMISSION COUNTY BOND FUNDS
CASH STATEMENT JANUARY 1, 1949, TO DECEMBER 31, 1950**

Schedule 7

County	Balance December 31, 1948	1949		1950		Balance December 31, 1950
		Receipts	Disbursements	Receipts	Disbursements	
Broward.....	\$ 218,359.35	\$.....	\$ 218,359.35	\$.....	\$.....	\$.....
Calhoun.....	291,703.53	594,000.00	291,703.53	.....	354,847.53	238,270.19
Columbia.....	.....	.....	882.28	.....	.....	.....
Dixie.....	456,750.99	.....	399,186.81	27,564,815.48	57,564.18	27,564,815.48*
Duval.....	.....	.....	.....	.....	.....	.....
Flagler.....	314,821.13	.....	314,821.13	.....	.....	.....
Gilchrist.....	241,010.76	.....	233,794.52	.....	7,216.24	.....
Gulf.....	371,121.25	.....	371,121.25	.....	.....	.....
Highlands.....	227,908.93	.....	227,908.93	.....	.....	.....
Lee.....	307,242.48	.....	182,535.95	.....	124,706.53	.....
Leon.....	519,694.71	.....	519,694.71	.....	.....	.....
Madison.....	544,546.00	.....	65,357.45	.....	479,188.55	.....
Palm Beach.....	3,559,500.00	.....	918,135.07	.....	1,684,801.84	956,563.09
Suwannee.....	53,148.75	.....	53,148.75	.....	.....	.....
Wakulla.....	343,154.69	.....	343,154.69	.....	.....	.....
Total.....	\$ 7,448,962.57	\$ 594,000.00	\$ 4,139,804.42	\$ 27,564,815.48	\$ 2,708,324.87	\$ 28,759,648.76

* \$22,517,855.20 of this amount invested in U.S. Treasury Bonds.



ROAD FIVE at N. E. 55th Street in Miami before and after resurfacing with asphaltic concrete.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950
FIRST DISTRICT**

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST								Value of Construction by Other Agencies	Total by State and Other Agencies
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures									
							1949	1950	Total to Date by Source of Funds							
									State	Federal	County	Total				
Charlotte	Primary System															
	0100			\$	\$	\$			\$ 15.83			\$ 15.83		\$ 15.83		
	0101	26.002	5,004	18,363.60	41,858.11		29,995.48	68,231.07	2,007,696.94	630,273.52	51,645.70	2,689,616.16	383,157.73	3,072,773.89		
	0103	18.228	215	9,871.13	4,438.78				286,877.99			286,877.99	30,000.00	316,877.99		
	0104	11.161	866	6,557.56	4,731.76		3,524.83	33,876.07	196,848.98	10,606.34		207,455.32	230,712.70	438,168.02		
	0105	15.505	4,138	8,134.29	16,958.44			64,530.26	151,819.54			151,819.54	406,393.44	558,212.98		
	0106	10.370	376	7,003.55	5,787.63				144,597.06			144,597.06	137,637.50	282,234.56		
	0199				1,517.26											
Total		81.266	10,599	\$ 50,530.13	\$ 75,291.98	\$ 809,814.39	\$ 33,520.31	\$ 166,637.40	\$ 2,787,856.34	\$ 640,879.86	\$ 51,645.70	\$ 3,480,381.90	\$ 1,187,901.37	\$ 4,668,283.27		
Total	Secondary System															
	0151							2,027.17	2,027.17			2,027.17		2,027.17		
							\$	\$ 2,027.17	\$ 2,027.17	\$	\$	\$ 2,027.17	\$	\$ 2,027.17		
County Total		81.266	10,599	\$ 50,530.13	\$ 75,291.98	\$ 809,814.39	\$ 33,520.31	\$ 168,664.57	\$ 2,789,883.51	\$ 640,879.86	\$ 51,645.70	\$ 3,482,409.07	\$ 1,187,901.37	\$ 4,670,310.44		
De Soto	Primary System															
	0400			\$ 775.26	\$ 1.50		\$ 6,274.31		\$ 6,274.31			\$ 6,274.31		\$ 6,274.31		
	0401	13.847	357	6,185.08	4,199.40			500.17	212,777.69	50,000.00	127,379.76	390,157.45	19,824.00	409,981.45		
	0402	23.791	973	12,200.99	21,220.53				562,580.07	99,599.90		662,179.97	378,569.04	1,040,749.01		
	0403								11,007.99			11,007.99		11,007.99		
	0404	31.890	2,103	28,003.45	13,612.16				504,085.30	28,987.74	64,042.38	597,115.42	546,402.32	1,143,517.74		
	0406	11.115	429	4,009.92	9,280.31		101,918.05	226,381.72	244,590.99	96,670.35		341,261.34	103,572.00	444,833.34		
	0408				72.83				10,546.54			10,546.54		10,546.54		
	0199				1,773.33											
Total		80.643	3,862	\$ 51,176.70	\$ 50,160.06	\$ 751,435.42	\$ 108,192.36	\$ 226,881.89	\$ 1,551,862.89	\$ 275,257.99	\$ 191,422.14	\$ 2,018,543.02	\$ 1,048,367.36	\$ 3,066,910.38		
Total	Secondary System															
	0450							48,467.36	48,467.36			48,467.36		48,467.36		
	0451							3,755.97	3,755.97			3,755.97		3,755.97		
Total				\$	\$	\$	\$	\$ 52,223.33	\$ 52,223.33	\$	\$	\$ 52,223.33	\$	\$ 52,223.33		
County Total		80.643	3,862	\$ 51,176.70	\$ 50,160.06	\$ 751,435.42	\$ 108,192.36	\$ 279,105.22	\$ 1,604,086.22	\$ 275,257.99	\$ 191,422.14	\$ 2,070,776.35	\$ 1,048,367.36	\$ 3,119,133.71		
Glades	Primary System															
	0500			\$ 15.75	\$	\$	\$ 8,016.67		\$ 101,451.01			\$ 101,451.01		\$ 101,451.01		
	0501	28.732	1,272	28,601.82	32,508.86				721,551.90	198,497.66	2,041.83	922,091.39	284,999.49	1,207,090.88		
	0502	29.621	2,892	21,257.61	16,071.19		151,339.34		1,084,041.71	5,852.12		1,089,893.83	193,767.28	1,283,661.11		

	0503	9,244	185	6,251.58	3,830.51				94,862.97	15,529.51	5,458.17	115,850.65	93,786.35	209,637.00
	0504	18,452	501	11,893.52	8,888.15			4,819.08	7,476.64			7,476.64	134,918.32	142,394.96
	0506				20.25									
	0507	794	17	909.18	97.43				22,821.30			22,821.30	9,291.51	32,112.81
	0509	12,460	300	21,013.49	39,846.66		213,816.52		350,198.55	110,331.10		460,529.65		460,529.65
	0599				1,991.04									
Total		99,303	5,167	\$ 89,942.95	\$ 103,254.09	\$1,008,185.31	\$ 373,172.53	\$ 4,819.08	\$ 2,382,404.08	\$ 330,210.39	\$ 7,500.00	\$ 2,720,114.47	\$ 716,762.95	\$ 3,436,877.42
	Secondary System													
	0551	12,270						182,446.26	182,446.26			182,446.26		182,446.26
Total		12,270		\$	\$	\$	\$	\$ 182,446.26	\$ 182,446.26	\$	\$	\$ 182,446.26	\$	\$ 182,446.26
County Total		111,573	5,167	\$ 89,942.95	\$ 103,254.09	\$1,008,185.31	\$ 373,172.53	\$ 187,265.34	\$ 2,564,850.34	\$ 330,210.39	\$ 7,500.00	\$ 2,902,560.73	\$ 716,762.95	\$ 3,619,323.68
	Primary System													
Hardee	0600			\$ 10,958.77	\$ 108.00	\$	\$	\$	\$ 7,935.17	\$	\$	\$ 7,935.17	\$	\$ 7,935.17
	0601	21,494	1,049	19,058.62	16,964.35		20,857.09		1,292,809.43			1,292,809.43	192,883.25	1,485,692.68
	0602	14,218	201	12,653.70	6,522.62		6,367.77		27,185.43			27,185.43	290,990.38	318,175.81
	0603	15,954	608	6,017.28	7,567.81		10,672.74	14,596.48	274,474.47	11,903.16		286,377.63	221,072.57	507,450.20
	0604												120,237.00	120,237.00
	0605	24,085	666	14,988.79	8,235.81		168,400.74	308,436.09	55,146.29			363,582.38	155,566.06	519,148.44
	0606			3.24	251.65			12,127.27	32,242.43			32,242.43		32,242.43
	0699				1,485.14									
Total		75,751	2,524	\$ 63,680.40	\$ 40,919.38	\$ 486,549.07	\$ 17,040.51	\$ 215,981.58	\$ 1,943,083.02	\$ 67,049.45	\$	\$ 2,010,132.47	\$ 980,749.26	\$ 2,990,881.73
	Secondary System													
	0651	7,933			457.20			14,150.75	14,150.75			14,150.75		14,150.75
	0652	5,350	403		1,980.49			3,143.83	3,143.83			3,143.83		3,143.83
	0653	10,201	545		6,746.57									
	0654	7,150	288		207.43									
Total		30,634	1,236	\$	\$ 9,391.69	\$ 9,391.69	\$	\$ 17,294.58	\$ 17,294.58	\$	\$	\$ 17,294.58	\$	\$ 17,294.58
County Total		106,385	3,760	\$ 63,680.40	\$ 50,311.07	\$ 495,940.76	\$ 17,040.51	\$ 233,276.16	\$ 1,960,377.60	\$ 67,049.45	\$	\$ 2,027,427.05	\$ 980,749.26	\$ 3,008,176.31
	Primary System													
Hendry	0700			\$ 53.75	\$	\$	\$	\$ 21,036.24	\$	\$ 4,471.33	\$ 25,507.57	\$	\$ 25,507.57	
	0701	31,680	1,295	32,084.00	45,625.01			766,017.73			766,017.73	338,455.82	1,104,473.55	
	0702	1,275		.90	.90		21,672.39	17,253.66	40,131.07			40,131.07		40,131.07
	0703	12,605	270	5,992.21	6,350.34			655,937.88			655,937.88	134,666.52	790,604.40	
	0704	1,015		1,507.52	247.43			13,349.70	2,423.43			15,773.13	9,009.00	24,872.13
	0705	1,192	092	124.96	115.99			61,274.60			61,274.60	9,615.00	70,889.60	
	0706	18,512	423	7,417.89	13,142.76		12,413.50	533,459.36	19,403.97			552,863.33	105,114.80	657,978.13
	0707	4,370	198	3,304.92	2,016.86		5,308.21	64,558.39				64,558.39	34,225.00	98,783.39
	0708	15,098	197	3,312.12	8,556.29		56,341.10	52,567.95	168,570.66	43,336.00		211,906.66	133,379.94	345,286.60
	0799				2,496.59									
Total		85,747	2,475	\$ 53,743.62	\$ 78,605.92	\$ 650,471.41	\$ 95,735.20	\$ 73,580.14	\$ 2,324,335.63	\$ 65,163.40	\$ 4,471.33	\$ 2,393,970.36	\$ 764,556.08	\$ 3,158,526.44
	Secondary System													
	0751	3,050						51,169.96	51,169.96			51,169.96		51,169.96
	0752	4,060						54,244.73	54,244.73			54,244.73		54,244.73

NOTE—Figures in bold face indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

FIRST DISTRICT (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures				Value of Construction by Other Agencies	Total by State and Other Agencies		
							1949	1950	Total to Date by Source of Funds					
									State	Federal	County	Total		
	0753							4,993.29	4,993.29			4,993.29		4,993.29
Total		7.110		\$	\$	\$	\$	\$ 110,407.98	\$ 110,407.98	\$	\$	\$ 110,407.98	\$	\$ 110,407.98
County Total		92.857	2,475	\$ 53,743.62	\$ 78,605.92	\$ 650,471.41	\$ 95,735.20	\$ 183,988.12	\$ 2,434,743.61	\$ 65,163.40	\$ 4,471.33	\$ 2,504,378.34	\$ 764,556.08	\$ 3,268,934.42
Hernando	Primary System													
	0800			\$ 2.62	\$ 8,430.16	\$	\$ 5,631.40	\$ 14,681.20	\$ 27,509.47	\$	\$	\$ 27,509.47	\$	\$ 27,509.47
	0801	20.892	153	26,995.60	45,542.70			100,736.87	1,105,833.99	283,281.65	89,899.09	1,479,014.73	66,810.21	1,545,824.94
	0802	19.496		5,473.56	8,549.32				557,310.82			557,310.82	95,307.00	652,617.82
	0803	6.667	766	3,253.75	1,772.71				106,366.31	212,567.41		318,933.72		318,933.72
	0804	18.727		12,564.30	13,834.25		532.47	346,199.24	399,945.49			399,945.49	129,090.00	529,035.49
	0805	11.749		3,599.58	6,954.64		59,536.92	240,234.56	197,808.85	103,034.70		300,843.55	171,153.86	471,997.41
	0806	7.320	233	6,654.83	2,295.54				67,871.65			67,871.65	65,149.00	133,020.65
	0807	.094		4,299.74	214.74			184,668.18	225,843.93			225,843.93		225,843.93
	0808	10.100			4,596.59		137,106.63	500,213.38	638,036.06			638,036.06		638,036.06
	0899				1,887.05									
Total		95.945	1,152	\$ 62,843.98	\$ 94,077.70	\$ 872,431.10	\$ 202,807.42	\$ 1,386,733.43	\$ 3,326,526.57	\$ 598,883.76	\$ 89,899.09	\$ 4,015,309.42	\$ 527,510.07	\$ 4,542,819.49
	Secondary System													
	0850	11.475			.78			271,184.47	271,184.47			271,184.47		271,184.47
	0851	8.420			347.91									
	0852	4.570			834.08									
	0853							9,416.12	9,416.12			9,416.12		9,416.12
	0854	2.216			9.65			22,120.00	22,120.00			22,120.00		22,120.00
	0855	8.725			46.92			154,337.89	154,337.89			154,337.89		154,337.89
Total		35.406		\$	\$ 1,239.34	\$ 1,239.34	\$	\$ 457,058.48	\$ 457,058.48	\$	\$	\$ 457,058.48	\$	\$ 457,058.48
County Total		131.351	1,152	\$ 62,843.98	\$ 95,317.04	\$ 873,670.44	\$ 202,807.42	\$ 1,843,791.91	\$ 3,783,585.05	\$ 598,883.76	\$ 89,899.09	\$ 4,472,367.90	\$ 527,510.07	\$ 4,999,877.97
Highlands	Primary System													
	0900			\$ 34.82	\$ 73.49	\$	\$	\$ 16,238.39	\$ 32,527.02	\$ 5,393.16	\$	\$ 37,920.18	\$	\$ 37,920.18
	0901	28.851	196	7,795.71	8,393.58				934,277.06	1,069,650.72		2,003,927.78		2,003,927.78
	0902	1.258		.75	700.06		2,157.35		42,455.20			42,455.20		42,455.20
	0903	8.903		3,055.38	2,361.35			38,341.78	479,598.22	10,401.44		489,999.66	8,647.97	498,647.63
	0904	11.147		5,327.97	11,712.75		68.33	69,473.65	578,196.24	7,419.68		585,615.92	706,762.24	1,292,378.16
	0906	36.149	1,125	35,606.45	10,970.41				1,450,416.90	3,443.00		1,453,859.90	183,842.00	1,647,701.90
	0908	3.100		1,029.93	490.37		4,622.11	31,985.17	36,608.28			36,608.28	59,027.00	95,635.28
	0909	2.398	197	2,659.26	540.50								100,103.00	100,103.00
	0910								52,208.53	3,750.00		55,958.53		55,958.53
	0911	11.665	4,266	18,132.15	16,862.04		322,038.34	111.50	590,412.57			590,412.57	72,761.00	663,173.57
	0912								888.11	339,920.16		340,808.27		340,808.27

	0913 0999	5,932		18,634.95	1,749.03 4,052.72		159,469.99		163,232.15	45,337.98		208,570.13		208,570.13
Total		109,403	5,784	\$ 92,277.37	\$ 57,906.30	\$1,082,558.16	\$ 488,356.12	\$ 156,151.49	\$ 4,360,820.28	\$ 1,485,316.14	\$	\$ 5,846,136.42	\$ 1,141,143.21	\$ 6,987,279.63
	Secondary System													
	0951			\$	\$	\$	\$	\$ 126,916.24	\$ 126,916.24	\$	\$	\$ 126,916.24	\$	\$ 126,916.24
	0952	16,088	444		3,179.32									
	0953	2,169			20.00									
	0954	4,260			25.38			46,749.13	46,749.13			46,749.13		46,749.13
	0955	11,088			478.34									
Total		33,605	444	\$	\$ 3,703.04	\$ 3,703.04	\$	\$ 173,665.37	\$ 173,665.37	\$	\$	\$ 173,665.37	\$	\$ 173,665.37
County Total		143,008	6,228	\$ 92,277.37	\$ 61,609.34	\$1,086,261.20	\$ 488,356.12	\$ 329,816.86	\$ 4,534,485.65	\$ 1,485,316.14	\$	\$ 6,019,801.79	\$ 1,141,143.21	\$ 7,160,945.00
	Primary System													
Hillsborough	1000			\$ 189.36	\$ 30.50	\$	\$ 13,271.62	\$	\$ 116,531.55	\$ 72,954.00	\$	\$ 189,485.55	\$	\$ 189,485.55
	1001	26,444	1,558	5,251.10	4,997.19				1,091,068.22	668,824.23		1,759,922.45	291,812.00	2,051,734.45
	1002	11,265	180	1,940.57	2,260.11			10,716.08	163,858.05	5,199.10		169,057.15	684,779.14	853,836.29
	1003	20,191	356	14,535.13	4,751.12		1,402,599.52	13,542.42	2,273,597.69	969,143.98		3,242,741.67	20,798.18	3,263,539.85
	1004	12,279	175	4,523.02	4,845.89				464,454.60	566,432.97		1,030,887.57	414,522.40	1,445,409.97
	1005			118.24										
	1006	26,210	2,800	15,788.88	14,388.21		15,667.25	10,402.81	949,812.71	157,760.01		1,107,572.72	1,130,486.00	2,238,058.72
	1007	5,535		1,472.48	1,514.49		32,583.71	114,594.96	145,266.47	38,623.89		183,890.36	89,765.14	273,655.50
	1008	9,780	1,026	28,016.72	61,197.75			131,421.29	242,240.10	89,505.94		331,746.04	1,020,604.88	1,352,350.92
	1009	15,546	127	3,899.45	6,972.74				158,921.29			158,921.29	510,158.00	669,079.29
	1010	4,324		2,371.96	2,405.07				119,332.63	104,538.42		223,871.05	130,750.17	354,621.22
	1011	19,391	231	10,993.02	13,074.17		2,328.80	26,324.84	643,145.80			643,145.80	551,438.41	1,194,584.21
	1012	23,352	562	4,715.67	2,199.60			294.62	50,421.26			50,421.26	316,705.82	367,127.08
	1013	11,877	14,066	47,756.20	68,896.55			246.56	1,016,541.57	1,284,091.70		2,300,633.27		2,300,633.27
	1014	8,834	3,220	23,471.28	17,963.55			14,419.26	895,978.27	269,023.81		1,165,002.08	158,052.27	1,323,054.35
	1015	12,838	937	7,654.38	7,878.94				544,437.16	707,481.23		1,251,918.39	198,993.00	1,450,911.39
	1016								1,492.43			1,492.43		1,492.43
	1017								3,020.62	38,744.45		41,765.07		41,765.07
	1018	2,010		149.11	414.48				95,658.72	161,661.00		257,319.72		257,319.72
	1020	10,808	245	3,159.95	2,986.81				312,238.23			312,238.23	224,946.00	537,184.23
	1021	16,680	793	7,411.29	7,317.35				549,500.67	53,821.56		603,322.23	123,747.00	727,069.23
	1023			413.86	337.19				59,016.68			59,016.68		59,016.68
	1025	9,335	1,635	6,908.61	8,069.58			6,745.77	39,542.08			39,542.08	562,452.51	601,994.59
	1099				6,326.18									
Total		246,699	27,911	\$ 190,740.28	\$ 238,887.47	\$2,127,727.54	\$1,466,450.90	\$ 328,708.61	\$ 9,936,106.80	\$ 5,187,806.29	\$	\$15,123,913.09	\$ 6,430,010.92	\$21,553,924.01
	Secondary System													
	1051	3,350		\$	\$ 622.43	\$	\$	\$ 40,870.53	\$ 40,870.53	\$	\$	\$ 40,870.53	\$	\$ 40,870.53
	1052							23,107.48	23,107.48			23,107.48		23,107.48
	1053							35.17	35.17			35.17		35.17
	1055							4,870.80	4,870.80			4,870.80		4,870.80
Total		3,350		\$	\$ 622.43	\$ 622.43	\$	\$ 68,883.98	\$ 68,883.98	\$	\$	\$ 68,883.98	\$	\$ 68,883.98
County Total		250,049	27,911	\$ 190,740.28	\$ 239,509.90	\$2,128,319.97	\$1,466,450.90	\$ 397,592.59	\$10,004,990.78	\$ 5,187,806.29	\$	\$15,192,797.07	\$ 6,430,010.92	\$21,622,807.99
	Primary System													
Lee	1200			\$ 39.60	\$ 3,220.67	\$	\$ 56,737.21	\$ 9,788.15	\$ 66,525.36	\$	\$	\$ 66,525.36	\$	\$ 66,525.36
	1201	34,596	5,587	45,768.09	50,810.11		5,880.52	175,263.55	1,652,698.81			1,652,698.81	813,846.49	2,466,545.30
	1202	20,183	782	30,532.03	61,673.60		23,576.98	34,876.59	1,692,210.81	144,402.90		1,166,613.71	533,257.18	1,699,870.89

NOTE—Figures in bold face indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

FIRST DISTRICT (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures						Value of Construction by Other Agencies	Total by State and Other Agencies
							1949	1950	Total to Date by Source of Funds					
									State	Federal	County	Total		
	1203						1,704.87		7,847.51			7,847.51		7,847.51
	1204	14.891	154	16,731.97	7,424.86		147,359.69	43,191.98	337,630.93			337,630.93	164,699.51	502,330.44
	1206	23.385	1,377	9,339.68	11,201.99		7,087.99	12,235.90	341,585.99	49,204.46	200.00	390,990.45	431,386.00	822,376.45
	1207	21.713	195	4,355.10	18,618.09		189,274.53	147,576.68	381,099.01	315,800.12		696,899.13	478,337.18	1,175,236.31
	1208								1,673.10	24,632.25		26,305.35	24,904.68	51,210.03
	1209	6.381	477	3,701.00	4,046.92								144,987.73	144,987.73
	1210			489.95					42,269.99			42,269.99		42,269.99
	1299				4,224.02									
Total		121.149	8,574	\$ 110,957.42	\$ 161,020.26	\$ 1,251,704.80	\$ 431,601.79	\$ 422,932.85	\$ 3,853,541.51	\$ 534,039.73	\$ 200.00	\$ 4,387,781.24	\$ 2,591,418.77	\$ 6,979,200.01
	Secondary System													
	1251	9.550	140		44.57									
	1252	5.605	347		615.86									
	1253	5.400	885		3,843.50									
Total		20.555	1,372	\$	\$ 4,503.93	\$ 4,503.93	\$	\$	\$	\$	\$	\$	\$	\$
County Total		141.704	9,946	\$ 110,957.42	\$ 165,524.19	\$ 1,256,208.73	\$ 431,601.79	\$ 422,932.85	\$ 3,853,541.51	\$ 534,039.73	\$ 200.00	\$ 4,387,781.24	\$ 2,591,418.77	\$ 6,979,200.01
	Primary System													
Manatee	1300			\$ 19.22	\$	\$	\$	\$	\$ 8,916.09	\$ 4,179.93	\$	\$ 13,096.02	\$	\$ 13,096.02
	1301	9.573	3,788	11,863.82	11,292.78			6,414.43	1,518,004.21			1,518,004.21	799,578.21	2,317,582.42
	1302	16.101	27	8,083.84	4,358.15				221,156.50	106,701.92		327,858.42	342,444.75	670,303.17
	1303	9.646	165	7,579.70	5,436.83		32,034.33	979.29	180,489.41	3,573.70		184,063.11	389,930.64	573,993.75
	1304	7.758	2,202	10,651.11	6,898.17		12,838.06	111,717.28	122,280.72	5,883.17		128,163.89	203,291.00	331,454.89
	1305	40.037	2,205	22,346.42	11,804.42				8,191.44			8,191.44	1,005,882.48	1,014,073.92
	1306	23.311	232	8,238.97	5,205.25				30,939.31			30,939.31	491,863.00	522,802.31
	1307	5.534	38	1,559.49	246.91				42,335.01			42,335.01	81,560.85	123,895.86
	1308	10.575		14,614.04	20,104.53		4,195.34		78,237.08			78,237.08	156,041.78	234,278.86
	1309			67.77	61.26				19,109.95			19,109.95		19,109.95
	1310	6.242	36	397.17	1,030.69								85,227.21	85,227.21
	1312	7.310		6,651.02	3,346.14		16,963.88	284,572.67	301,717.60			301,717.60	223,078.00	524,795.60
	1313								175,921.93			175,921.93		175,921.93
	1314								57,613.39			57,613.39		57,613.39
	1399				4,268.65									
Total		136.087	8,693	\$ 92,072.57	\$ 74,053.78	\$ 1,120,396.35	\$ 66,031.61	\$ 637,218.99	\$ 2,764,912.64	\$ 120,338.72	\$	\$ 2,885,251.36	\$ 3,778,897.92	\$ 6,664,149.28
	Secondary System													
	1351	.086	453	\$	\$ 430.62	\$	\$ 94,010.63	\$ 63,265.44	\$ 112,940.54	\$ 65,302.65	\$	\$ 178,243.19	\$	\$ 178,243.19
Total		.086	453	\$	\$ 430.62	\$ 430.62	\$ 94,010.63	\$ 63,265.44	\$ 112,940.54	\$ 65,302.65	\$	\$ 178,243.19	\$	\$ 178,243.19

County Total	136.173	9,146	\$ 92,072.57	\$ 74,484.40	\$1,120,826.97	\$ 160,042.24	\$ 700,484.43	\$ 2,877,853.18	\$ 185,641.37	\$	\$ 3,063,494.55	\$ 3,778,897.92	\$ 6,842,392.47
Pasco	Primary System												
1400			\$ 7,641.87	\$ 764.88	\$	\$	\$ 30,589.63	\$	\$	\$	\$ 30,589.63	\$	\$ 30,589.63
1401	19.800	228	12,662.87	11,845.13			1,055,219.89	493,498.66			1,548,718.55		1,548,718.55
1402			13.50				1,023.70				1,023.70		1,023.70
1403	21.209	217	21,457.66	16,485.07		144,095.73	1,067,960.82	317,100.17			1,415,060.99	510,479.89	1,925,540.88
1405	22.188	801	25,920.33	12,487.25		28,302.97	2,900.31	628,082.78	571,985.87		1,200,068.65	314,702.65	1,514,771.30
1407	23.391	331	12,667.23	14,825.86		62,311.93	220,303.16	156,256.05	96,120.56		252,377.51	445,249.76	697,627.27
1409	26.822	225	3,443.74	5,823.84		392.17	6,369.01	6,977.71			6,977.71	447,304.08	454,281.79
1411	3.561	315	977.21	751.36				127,533.49	102,866.31		230,399.80	65,086.50	295,486.30
1412	32.443	261	24,569.77	3,889.37		9,667.42	166,039.17	482,586.54	121,223.99		603,810.53	547,831.19	1,151,641.72
1414								21.61			21.61		21.61
1415	2.250	99	1,879.55	570.69				1,575.66			1,575.66	35,649.00	37,224.66
1499				2,853.52									
Total	151.724	2,477	\$ 111,233.73	\$ 70,306.97	\$1,050,394.07	\$ 120,146.36	\$ 389,811.03	\$ 3,587,828.78	\$ 1,702,795.56	\$	\$ 5,290,624.34	\$ 2,366,303.07	\$ 7,656,927.41
	Secondary System												
1450			\$	\$	\$	\$	\$ 10,208.52	\$ 10,208.52	\$	\$	\$ 10,208.52	\$	\$ 10,208.52
1451	3.490	24		175.16			29,091.59	29,091.59			29,091.59		29,091.59
1452	5.190			1,796.54			37.51	37.51			37.51		37.51
1453	5.320			953.30									
1454							15,589.87	15,589.87			15,589.87		15,589.87
1455	7.300			1,224.55									
1456	6.640			470.40									
1457	18.250	42		2,912.80			354.34	354.34			354.34		354.34
1458	.880			134.19									
1459	1.550			109.00									
1460							3.76	3.76			3.76		3.76
Total	48.620	66	\$	\$ 7,775.94	\$ 7,775.94	\$	\$ 55,285.59	\$ 55,285.59	\$	\$	\$ 55,285.59	\$	\$ 55,285.59
County Total	200.344	2,543	\$ 111,233.73	\$ 78,082.91	\$1,058,170.01	\$ 120,146.36	\$ 445,096.62	\$ 3,643,114.37	\$ 1,702,795.56	\$	\$ 5,345,909.93	\$ 2,366,303.07	\$ 7,712,213.00
Pinellas	Primary System												
1500			\$ 218.73	\$ 61.45	\$	\$ 2,656.43	\$ 309.90	\$ 31,947.16	\$ 22,382.75		\$ 54,329.91	\$	\$ 54,329.91
1501	21.159	2,110	8,942.04	10,089.90		4,811.59	1,659.73	524,802.83	4,664.83		529,467.66	1,505,272.91	2,034,740.57
1502	15.914	753	5,044.78	9,140.94				119,139.40	86,235.00		205,374.40	1,241,970.00	1,447,344.40
1503	7.825	32	2,201.59	1,014.36				95,414.85			95,414.85	465,168.98	560,583.83
1504	9.443	312	5,880.52	12,415.96			65.21	777,458.13	239,697.85		1,017,155.98	29,094.32	1,046,250.30
1505	10.820	1,410	2,942.98	1,760.02				197,936.59	39,226.48		237,163.07	532,969.23	770,132.30
1506	16.121	204	6,139.48	4,577.59				53,064.07	5,068.18		58,732.25	632,364.55	691,096.80
1507	5.188	17	2,336.87	2,013.66				12,952.81			12,952.81	208,459.00	221,411.81
1508	8.197	28	1,407.75	678.95		2,555.58	218,796.58	267,817.23			267,817.23	288,658.00	556,475.23
1509	14.833	135	7,894.97	12,772.87				547,423.80	442,969.06		990,392.86	817,172.55	1,807,565.41
1510	11.521	1,986	19,608.21	97,399.23		321.00	15,454.72	111,292.71			111,292.71	986,982.35	1,098,275.06
1511	.631	2,806	3,416.48	3,786.85				32.72			32.72	635,680.00	635,612.72
1512	3.163	443	4,035.58	11,991.95				8,884.59	102,488.44		111,373.03	20,162.00	131,535.03
1513	4.305	30	1,069.03	652.83								110,464.67	110,464.67
1514	6.251		8,265.21	16,817.41			620.51	14,963.01			14,963.01	113,844.42	128,837.43
1515	14.963	662	2,052.61	3,754.96		483,677.40	652,323.90	946,952.19	550,792.40		1,497,744.59	1,497,744.59	1,497,744.59
1516								525.76			525.76		525.76
1517							316,092.70	316,092.70			316,092.70		316,092.70
1599				5,048.80									
Total	150.234	10,928	\$ 81,462.89	\$ 193,977.73	\$1,237,840.18	\$ 494,022.00	\$1,204,703.45	\$ 4,026,730.55	\$ 1,494,124.99	\$	\$ 5,520,855.54	\$ 7,588,162.98	\$13,109,018.52

NOTE—Figures in bold face indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950
FIRST DISTRICT (Continued)**

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST								Value of Construction by Other Agencies	Total by State and Other Agencies
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures									
							1949	1950	Total to Date by Source of Funds							
									State	Federal	County	Total				
	Secondary System															
	1551			\$	\$		\$	\$ 5,569.54	\$ 5,569.54			\$ 5,569.54		\$ 5,569.54		
	1552	6.500	126		144.78											
	1553	1.960			3,289.82											
	1555	1.600			43.99											
	1556	6.050			38.29											
Total		16.110	126	\$	\$ 3,516.88	\$ 3,516.88	\$	\$ 5,569.54	\$ 5,569.54	\$		\$ 5,569.54		\$ 5,569.54		
County Total		166.344	11,054	\$ 81,462.89	\$ 197,494.61	\$ 1,241,357.06	\$ 494,022.00	\$ 1,210,272.99	\$ 4,032,300.09	\$ 1,494,124.99		\$ 5,526,425.08	\$ 7,588,162.98	\$ 13,114,788.06		
	Primary System															
Poll	1600			\$ 375.81	\$ 346.11		\$ 9.06	\$ 23,465.63	\$ 109,580.22	\$	\$	\$ 109,580.22	\$	\$ 109,580.22		
	1601	6.404	61	5,498.66	21,802.81				547,648.72	3,600.00		551,248.72	147,632.90	698,881.62		
	1602	22.860	826	19,271.01	15,353.20		8.10	188.48	985,102.03	760,215.69		1,746,117.72	580,481.49	2,326,599.21		
	1603	33.052	1,575	20,069.03	20,250.19		17.05	156,266.37	1,537,754.03	283,526.49	10,583.63	1,832,264.15	508,345.38	2,340,609.53		
	1604								2,062.42			2,062.42		2,062.42		
	1605	10.842	54	7,378.01	5,020.74				236,061.13	467,445.61		703,507.54	183,653.00	887,160.54		
	1606	13.651	106	7,865.24	9,878.65			4,213.48	278,403.74			278,403.74	190,104.45	468,508.19		
	1607	27.197	1,050	13,710.40	14,926.29		60,479.81		1,199,197.11	95,840.50		1,295,038.01	798,681.06	2,093,719.07		
	1608	11.341	38	5,611.76	8,449.59			2,927.00	68,534.28			68,534.28	203,137.12	271,671.40		
	1609	35.202	45	13,285.73	30,060.61		655.18	19,182.37	1,669,188.99	4,065.44		1,673,254.43	358,297.10	2,031,551.53		
	1610						4,577.07	7,031.15	18,993.12			18,993.12		18,993.12		
	1611	30.477	2,062	33,626.25	29,860.83		8,772.27	6,976.83	1,584,240.40	13,272.25		1,597,512.65	721,643.55	2,319,156.20		
	1612						118.11	15,697.91	15,816.02			15,816.02		15,816.02		
	1613	25.521	525	11,683.89	31,968.59		165,307.37	69,171.86	583,535.98	223,736.90		807,272.88	623,680.85	1,430,953.73		
	1614	12.012	115	7,053.18	5,482.66				69,911.95			69,911.95	179,494.06	249,406.01		
	1615	14.290	192	7,346.65	7,052.68		3,814.05		550,383.20			550,383.20	185,611.77	735,994.97		
	1616	10.872		5,524.83	2,438.57		1,245.49	22,109.15	142,475.03	13,884.02		156,359.05	317,256.85	473,615.90		
	1617	6.895	267	3,031.31	1,250.17		111.91		255,868.30	180,305.46		436,173.76		436,173.76		
	1618	9.103		7,008.81	1,290.58		16,138.65	527,662.92	559,012.09	418,816.26		977,828.35		977,828.35		
	1619	2.128			95.51								30,992.77	30,992.77		
	1620	8.940		5,601.41	4,159.31								92,459.00	92,459.00		
	1621	17.750	78	10,421.31	37,803.51		93,167.97	349,639.77	708,485.91	126,059.40		834,545.31	325,721.17	1,160,266.48		
	1622								5,752.65	59,631.38		65,384.03		65,384.03		
	1623								219.69	84,466.09		84,685.78		84,685.78		
	1624								393.30	17,157.24		17,550.54		17,550.54		
	1625	30.619	725	19,488.77	42,835.38		10,975.21	505,841.82	882,141.74			882,141.74	1,091,743.90	1,973,885.64		
	1628	7.177	34	6,835.09	4,871.25		617.19	36,489.28	240,947.54			240,947.54	215,969.50	456,917.04		
	1629	10.092	34	7,697.18	3,099.28		45.42	11,110.91	541,970.60			541,970.60	254,461.13	796,431.73		
	1699				16,103.92											
Total		346.425	7,787	\$ 218,384.33	\$ 314,400.43	\$ 1,829,998.45	\$ 366,059.91	\$ 1,758,274.93	\$ 12,794,480.99	\$ 2,752,423.13	\$ 10,583.63	\$ 15,557,487.75	\$ 7,009,367.05	\$ 22,566,854.80		

[illegible]

NOTE—Figures in bold face indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

SECOND DISTRICT

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures				Value of Construction by Other Agencies	Total by State and Other Agencies		
							1949	1950	Total to Date by Source of Funds					
									State	Federal			County	Total
Alachua	Primary System													
	2600			\$ 908.30	\$ 176.98	\$	\$	\$ 2,052.97	\$ 20,061.55	\$	\$	20,061.55	\$	\$ 20,061.55
	2601	17.801	81	10,149.52	24,357.09			52,073.09	596,074.42	452,206.68	191,498.76	1,239,779.86		1,239,779.86
	2602	28.445	567	22,691.20	19,970.89		180,101.52	52,916.73	782,523.03	677,574.95	227,385.24	1,687,483.22	69,121.41	1,756,604.63
	2603	26.409		9,472.04	11,623.61		19,330.81	3,048.98	563,310.59	6,807.08	252,665.99	822,783.66	92,488.08	915,271.74
	2604	1.687	218	217.12	338.19				74,491.94			74,491.94	2,345.00	76,836.94
	2605	16.445	345	3,254.89	6,752.25				293,980.47	411,526.79		705,507.26	214,895.44	920,402.70
	2606	26.353	217	26,549.13	54,525.87		2,221.06		575,641.27	22,706.74		598,348.01	447,080.00	1,045,428.01
	2607	21.183	106	19,927.36	5,348.50		234,160.37	63.84	582,247.85			582,247.85	382,365.42	964,613.27
	2608	16.796	587	4,346.86	4,449.15		4,046.30		18,221.35	208,330.09	213,548.84	440,100.28	121,749.00	561,849.28
	2609	15.991		6,165.03	5,641.35		3,014.31		392,134.82			392,134.82	156,150.00	548,284.82
	2610	15.874	543	11,400.86	3,705.10				47,488.31	41,313.94		88,802.25	315,787.00	404,589.25
	2611	13.704	421	1,039.79	2,557.94				64,949.85			64,949.85	148,002.10	212,951.95
	2612	6.930	101	1,233.34	1,608.18				195,588.20			195,588.20		195,588.20
	2613	17.277	350	10,244.49	7,215.25			210.69	6,297.75			6,297.75	286,960.00	293,257.75
	2614	9.911		9,212.54	2,969.55		2,540.50	80,100.43	306,324.31	27,642.92		333,967.23		333,967.23
	2615	13.063	152	477.27	1,733.18				56,623.96	55,513.00		112,136.96	99,891.00	212,027.96
	2616	4.164		3,291.14	1,982.84		565.44	4,040.04	74,927.02	21,800.75		96,727.77	6,510.10	103,237.87
	2617	3.914	32	4,492.72	817.92				75,693.84			75,693.84		75,693.84
	2618			1,580.99	963.81		75,745.46	94,084.69	490,900.88			490,900.88		490,900.88
	2619	3.428			7,053.44			53,632.70	53,632.70			53,632.70		53,632.70
2620						14,816.52		18,918.02			18,918.02		18,918.02	
2625							900.91	900.91			900.91		900.91	
2699				5,596.63										
Total		259.375	3,720	\$ 146,654.59	\$ 169,393.72	\$ 1,099,753.25	\$ 536,542.29	\$ 337,027.11	\$ 5,290,933.04	\$ 1,925,422.94	\$ 885,098.83	\$ 8,101,454.81	\$ 2,343,344.55	\$ 10,444,799.36
	Secondary System													
	2650			\$	\$	\$	\$ 5,434.62	\$ 216,728.58	\$ 222,163.20	\$	\$	\$ 222,163.20	\$	\$ 222,163.20
	2651						429.75	846.98	2,712.28			2,712.28		2,712.28
	2652						3,341.11	638.82	3,979.73			3,979.73		3,979.73
	2653						1,799.76	301.25	2,101.01			2,101.01		2,101.01
Total			\$		\$	\$ 11,005.24	\$ 218,515.43	\$ 230,956.22	\$	\$	\$ 230,956.22	\$	\$ 230,956.22	
County Total		259.375	3,720	\$ 146,654.59	\$ 169,393.72	\$ 1,099,753.25	\$ 547,547.53	\$ 555,542.54	\$ 5,521,889.26	\$ 1,925,422.94	\$ 885,098.83	\$ 8,332,411.03	\$ 2,343,344.55	\$ 10,675,755.58
Baker	Primary System													
	2700			\$ 110.22	\$ 1,145.13	\$	\$	\$	\$ 30,262.36	\$	\$	\$ 30,262.36	\$	\$ 30,262.36
	2701	25.430	571	15,318.58	29,019.67				759,581.91	601,125.87	55,119.08	1,415,826.86		1,415,826.86
	2702			31.46			9,820.96	235,450.09	245,034.96			245,934.96		245,934.96
	2703	16.270	582	6,831.50	6,487.52		2,204.50	43,962.82	443,202.14	5,992.17		449,194.31	42,605.37	491,799.68
	2704	14.338	524	8,213.69	10,892.77		121,024.88	11.00	493,834.32	104,435.57		598,269.89		598,269.89
	2706						12,868.49	162,852.69	175,721.18			175,721.18		175,721.18

	2799				1,269.60									
Total	56,038	1,677	\$ 30,505.45	\$ 48,814.69	\$ 492,533.06	\$ 145,918.83	\$ 442,276.60	\$ 2,148,536.87	\$ 711,553.61	\$ 55,119.08	\$ 2,915,209.56	\$ 42,605.37	\$ 2,957,814.93	
	Secondary System													
	2751		\$	\$	\$	\$	\$ 6,035.97	\$ 6,035.97	\$	\$	\$ 6,035.97	\$	\$ 6,035.97	
	2753						68,200.12	68,200.12			68,200.12		68,200.12	
	2754						2,300.89	2,300.89			2,300.89		2,300.89	
Total			\$	\$	\$	\$	\$ 76,536.98	\$ 76,536.98	\$	\$	\$ 76,536.98	\$	\$ 76,536.98	
County Total	56,038	1,677	\$ 30,505.45	\$ 48,814.69	\$ 492,533.06	\$ 145,918.83	\$ 518,813.58	\$ 2,225,073.85	\$ 711,553.61	\$ 55,119.08	\$ 2,991,746.54	\$ 42,605.37	\$ 3,034,351.91	
	Primary System													
Bradford	2800		\$ 3,849.76	\$	\$	\$	\$	\$ 14,811.16	\$	\$	\$ 14,811.16	\$	\$ 14,811.16	
	2801	20,302	591	6,689.20	36,246.14	4.34	7,366.00	507,761.01	205,243.92		713,004.93	274,229.49	987,234.42	
	2802	22,164	516	9,781.79	17,187.52			379,643.45		125,000.00	504,643.45	43,635.00	548,278.45	
	2803	12,883	189	3,144.98	2,479.71			213,169.54			213,169.54	128,146.00	341,315.54	
	2804	5,680	391	5,426.10	327.65	101,351.48	37.94	178,097.77	49,361.18		227,458.95		227,458.95	
	2805	3,733	303	314.05	1,793.28	4.34	1,794.08	209,682.18	101,463.83		311,146.01	8,146.93	319,292.94	
	2806	14,161	223	1,226.23	6,394.18							162,383.90	162,383.90	
	2807	4,230	16	621.46	517.97			35,131.83			35,131.83	59,737.17	96,489.00	
	2808	7,693	109	1,271.70	7,565.90	145,051.35	655.40	158,798.95	44,655.63		203,454.58	8,278.00	211,732.58	
	2809	3,368		413.87	177.94			57,894.11			57,894.11		57,894.11	
	2810			3.56	183.01		2,620.42	12,366.09			12,366.09		12,366.09	
	2811	5,736	319		621.72	166,158.52	77,380.88	339,585.59			339,585.59		339,585.59	
	2899				2,222.57									
Total	99,950	2,657	\$ 32,742.70	\$ 75,717.59	\$ 565,655.51	\$ 412,570.03	\$ 89,778.84	\$ 2,106,941.68	\$ 400,724.56	\$ 125,000.00	\$ 2,632,666.24	\$ 684,556.49	\$ 3,317,222.73	
	Secondary System													
	2852		\$	\$	\$	\$	\$ 4,272.03	\$ 4,272.03	\$	\$	\$ 4,272.03	\$	\$ 4,272.03	
Total			\$	\$	\$	\$	\$ 4,272.03	\$ 4,272.03	\$	\$	\$ 4,272.03	\$	\$ 4,272.03	
County Total	99,950	2,657	\$ 32,742.70	\$ 75,717.59	\$ 565,655.51	\$ 412,570.03	\$ 94,050.87	\$ 2,111,213.71	\$ 400,724.56	\$ 125,000.00	\$ 2,636,938.27	\$ 684,556.49	\$ 3,321,494.76	
	Primary System													
Clay	7100		\$	\$	\$	\$	\$	\$ 9,793.94	\$	\$	\$ 9,793.94	\$	\$ 9,793.94	
	7101	10,525	139	4,536.24	6,061.30			283,897.48		44,340.00	328,237.48	39,735.00	367,972.48	
	7102	15,577	3,226	12,288.24	21,035.21			1,027,856.89	128,076.31	55,660.00	1,211,593.20	194,294.77	1,405,887.97	
	7103	5,684	46	2,347.27	10,843.30			239,063.31			239,063.31		239,063.31	
	7104	5,300		5,014.32	6,825.70			136,952.79			136,952.79		136,952.79	
	7105	22,552	786	5,980.92	41,025.71			292,071.87	178,535.15		470,607.02	416,268.79	886,875.81	
	7106	2,624		525.03	1,238.18	7,224.41		89,647.85			89,647.85		89,647.85	
	7107	21,009	1,184	15,976.63	12,522.64	62,368.19	151,573.51	745,477.65			745,477.65	6,227.74	751,705.39	
	7108	3,004		386.88	564.69			65,637.67	87,195.65		152,833.32		152,833.32	
	7109	1,882		300.00	85.39			25,359.84	54,754.74		80,114.58		80,114.58	
	7110	3,401	106	1,667.19	2,918.35			34,780.65	270,734.84		305,515.49	71,947.69	377,463.18	
	7111	23,950	461	12,254.99	6,173.47		1,044.57	478,245.73			478,245.73	90,267.26	574,512.99	
	7112	13,021	210	3,487.61	5,063.18	46,710.25		171,028.76	112,788.00		283,816.76		283,816.76	
	7113	2,775	17	1,280.69	720.67			3,540.01	79,520.82		83,060.83	16,419.10	99,479.93	
	7114	4,288	301	491.37	1,057.64	137,866.38	93.38	192,307.23	45,566.18		237,873.41		237,873.41	
	7199				1,957.80									
Total	135,592	6,476	\$ 66,543.38	\$ 118,063.23	\$ 1,213,468.03	\$ 254,169.23	\$ 152,711.46	\$ 3,795,661.67	\$ 1,571,171.69	\$ 100,000.00	\$ 4,852,833.36	\$ 841,160.35	\$ 5,693,993.71	

NOTE—Figures in bold face indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

SECOND DISTRICT (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST								
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures							Value of Construction by Other Agencies	Total by State and Other Agencies
							Total to Date by Source of Funds								
							1949	1950	State	Federal	County	Total			
	Secondary System														
	7150			\$	\$	\$	\$	\$ 28,761.26	\$ 28,761.26	\$	\$	\$ 28,761.26	\$	\$ 28,761.26	
	7151							19,494.89	19,494.89			19,494.89		19,494.89	
	7152							54,178.11	54,178.11			54,178.11		54,178.11	
	7153							1,106.41	1,106.41			1,106.41		1,106.41	
Total				\$	\$	\$	\$	\$ 103,540.67	\$ 103,540.67	\$	\$	\$ 103,540.67	\$	\$ 103,540.67	
County Total		135.592	6,476	\$ 66,543.38	\$ 118,093.23	\$1,213,468.03	\$ 254,169.23	\$ 256,252.13	\$ 3,899,202.34	\$ 957,171.69	\$ 100,000.00	\$ 4,956,374.03	\$ 841,160.35	\$ 5,797,534.38	
	Primary System														
Columbia	2900			\$ 4,963.43	\$ 67.49	\$	\$ 7,958.99	\$ 2,900.84	\$ 37,932.53	\$	\$	\$ 37,932.53	\$	\$ 37,932.53	
	2901	20.889		12,875.37	9,391.12		19.62	95,256.77	758,786.55	302,969.34	247,323.76	1,309,079.65	64,413.36	1,373,493.01	
	2902	19.282	33	4,071.46	13,179.87		145,574.32	60,852.29	488,899.24			488,899.24		488,899.24	
	2903	23.878	134	13,308.46	13,075.66		3,872.24	3,563.54	660,967.20	262,489.28	159,832.49	1,083,288.97		1,083,288.97	
	2904	11.689	393	11,187.58	8,169.82			3,238.24	288,347.31	198,777.50	33,000.00	520,124.81	43,041.74	563,166.55	
	2905	12.615	102	2,051.76	4,378.90				210,643.25		91,210.71	301,853.96		301,853.96	
	2906	9.962	94	5,469.79	5,162.53				171,371.77		79,270.60	250,642.37	13,829.00	264,471.37	
	2907	27.685	1,142	20,243.93	11,131.44				403,944.93		138,961.09	542,906.02	39,198.00	582,104.02	
	2908	1.477		950.85	437.59				38,399.41			38,399.41	16,221.00	54,620.41	
	2909	11.386		3,143.17	2,446.13				204,630.94			204,630.94	21,225.00	225,855.94	
	2910	10.966	256	4,481.24	8,022.65		45,712.32	8,353.53	311,527.21	39,711.68		351,238.89	18,871.00	370,109.89	
	2911						1,821.81	4,159.23	5,981.04			5,981.04		5,981.04	
	2912						7,958.99		8,497.10			8,497.10		8,497.10	
	2914	.660		74.65	1,504.60				13,142.28			13,142.28	4,832.60	17,974.88	
	2915				3.00										
	2975						18,763.27		23,788.90			23,788.90		23,788.90	
	2999				2,182.79										
Total		150.489	2,154	\$ 82,821.69	\$ 79,018.61	\$ 888,313.56	\$ 215,763.58	\$ 178,324.44	\$ 3,626,859.66	\$ 803,947.80	\$ 749,598.65	\$ 5,180,406.11	\$ 221,631.70	\$ 5,402,037.81	
	Secondary System														
	2950			\$	\$	\$	\$ 2,277.66	\$ 40,707.90	\$ 42,985.56	\$	\$	\$ 42,985.56	\$	\$ 42,985.56	
	2952							3,242.86	3,242.86			3,242.86		3,242.86	
	2954							4,932.60	4,932.60			4,932.60		4,932.60	
	2955	10.736						146,566.82	154,472.90			154,472.90		154,472.90	
	2956							130,355.11	130,355.11			130,355.11		130,355.11	
	2957							91,440.85	93,751.05			93,751.05		93,751.05	
Total		10.736		\$	\$	\$	\$ 2,277.66	\$ 417,246.14	\$ 429,740.08	\$	\$	\$ 429,740.08	\$	\$ 429,740.08	
County Total		161.225	2,154	\$ 82,821.69	\$ 79,018.61	\$ 888,313.56	\$ 218,041.24	\$ 595,570.58	\$ 4,056,599.74	\$ 803,947.80	\$ 749,598.65	\$ 5,610,146.19	\$ 221,631.70	\$ 5,831,777.89	

Dixie.....	Primary System														
	3000			\$ 1,010.47	\$	\$	\$	\$	\$ 46,656.82	\$	\$	\$ 46,656.82	\$	\$ 46,656.82	\$
	3001	30.001	2,685	69,820.77	23,661.99		26,882.33	99,458.65	1,367,117.77	391,211.94	76,804.47	1,835,134.18	161,023.53	1,996,157.71	
	3002						13,314.40		43,453.56			43,453.56		43,453.56	
	3003	26.038	16	9,987.04	11,299.47				412,347.34	87,684.64		500,031.98		500,031.98	
	3005	1.518	364	2,240.88	1,270.06							78,426.88		78,426.88	
	3006			517.58	412.18			123,767.43	299,128.56			299,128.56		299,128.56	
	3075						420,985.89	3,452.68	307,069.59			307,069.59		307,069.59	
	3099				1,695.62										
	Total.....	57.557	3,066	\$ 83,576.74	\$ 38,339.32	\$ 543,631.70	\$ 461,182.62	\$ 226,678.76	\$ 2,554,200.52	\$ 478,896.58	\$ 76,804.47	\$ 3,109,901.57	\$ 161,023.53	\$ 3,270,925.10	
Total.....	Secondary System														
	3051			\$	\$	\$	\$	\$ 10,407.44	\$ 10,407.44	\$	\$	\$ 10,407.44	\$	\$ 10,407.44	
	3053	19.681	497					21,224.81	21,224.81			21,224.81		21,224.81	
	3054	6.616	182		34.81			9,312.07	9,312.07			9,312.07		9,312.07	
	3056	8.389	177												
Total.....		34.686	856	\$	\$ 34.81	\$ 34.81	\$	\$ 40,944.32	\$ 40,944.32	\$	\$	\$ 40,944.32	\$	\$ 40,944.32	
County Total..		92.243	3,922	\$ 83,576.74	\$ 38,374.13	\$ 543,666.51	\$ 461,182.62	\$ 267,623.08	\$ 2,595,144.84	\$ 478,896.58	\$ 76,804.47	\$ 3,150,845.89	\$ 161,023.53	\$ 3,311,869.42	
Duval.....	Primary System														
	7200			\$	\$ 2,797.97	\$	\$ 18,025.96	\$ 59,161.74	\$ 96,866.21	\$ 74,310.17		\$ 171,176.38		\$ 171,176.38	
	7201	21.710	939	21,902.96	19,899.71				899,097.61	363,456.79		1,262,554.40	401,406.28	1,663,960.68	
	7202						44,081.74	594,504.07	638,585.81			638,585.81		638,585.81	
	7203	9.552	546	20,078.12	19,360.86				759,011.74			759,011.74	106,559.02	865,570.76	
	7204				7.25				1,256,312.79			1,256,312.79		1,256,312.79	
	7205	15.586	3,408	29,500.92	30,141.80		67,856.42	43,811.82	351,506.66	123,063.95		474,570.61	1,701,463.03	2,176,033.64	
	7206	10.412	834	6,203.21	4,944.32				488,947.70	144,630.15		633,577.85	446,127.24	1,079,705.09	
	7207	19.069	2,219	54,217.02	35,682.03		13,396.07	239,448.77	1,328,937.76	1,558,378.54	552,156.81	3,439,473.11	710,893.02	4,150,366.13	
	7208	15.159	613	9,017.60	10,640.54			29.55	651,204.84	488,486.51		1,139,691.35	665,347.23	1,805,038.58	
	7209							29,096.82				29,096.82		29,096.82	
	7210	20.556	732	79,208.62	67,344.24		59,231.98	13,006.49	285,770.73			285,770.73	1,427,601.00	1,713,371.73	
	7212	22.215	394	12,244.92	11,630.88		15.50		758,815.23	566,633.12		1,325,448.35	203,946.38	1,529,394.73	
	7214	13.298	261	3,854.48	7,242.10				320,793.13	150,260.97		471,054.10	304,617.83	775,671.93	
	7215	13.619	837	8,127.62	12,385.59		1,647.04	5,437.48	103,498.19			103,498.19	258,153.00	361,651.19	
	7216	14.530	3,325	54,502.62	57,173.98		15.50	26,339.25	613,461.24	60,478.76		673,940.00	897,310.98	1,571,250.98	
	7217	7.669	859	38,938.43	9,102.80		133,163.31		695,321.40	20,228.72		715,550.12	147,757.27	863,307.30	
	7218	5.313	31	301.45	262.57				10,940.70	74,782.00		85,722.70		85,722.70	
	7219	14.905	833	24,440.80	36,612.45		1,195,404.34	121,323.95	3,807,862.99			3,807,862.99		3,807,862.99	
	7220								3,736.36	10,108.09		13,844.45		13,844.45	
	7221								2,276.23	80,010.25		82,286.48		82,286.48	
	7222								7,511.61	112,324.27		119,835.88		119,835.88	
	7223								12,144.56	189,008.85		201,153.41		201,153.41	
	7225	19.948	6,108	84,458.58	95,369.42		165,464.79	30,580.26	778,010.42	59,465.37		837,475.79		837,475.79	
	7226	4.825	700		30,351.40										
	7299				8,317.53										
	Total.....	228.366	22,709	\$ 446,997.35	\$ 450,253.01	\$ 2,979,543.97	\$ 1,726,074.14	\$ 2,456,000.06	\$ 13,899,710.73	\$ 4,075,626.51	\$ 552,156.81	\$ 18,527,494.05	\$ 7,271,182.28	\$ 25,798,676.33	
Total.....	Secondary System														
	7251			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
	7252								18,662.07	18,662.07		18,662.07		18,662.07	
	7253				95,670.03				59,919.98	59,919.98		59,919.98		59,919.98	
	7254								18,951.85	18,951.85		18,951.85		18,951.85	
	7255							1,680.30	1,680.30			1,680.30		1,680.30	

NOTE—Figures in bold face indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

SECOND DISTRICT (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST								
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures						Value of Construction by Other Agencies	Total by State and Other Agencies	
							Total to Date by Source of Funds								
							1949	1950	State	Federal	County	Total			
	7257						3,807.51	3,807.51			3,807.51		3,807.51		
	7258						2,474.07	2,474.07			2,474.07		2,474.07		
	7259						1,294.33	1,294.33			1,294.33		1,294.33		
	7260						6,892.76	6,892.76			6,892.76		6,892.76		
Total				\$	\$ 95,670.03	\$ 95,670.03	\$	\$ 113,682.87	\$ 113,682.87	\$	\$	\$ 113,682.87	\$	\$ 113,682.87	
County Total		288.366	22,709	\$ 446,997.35	\$ 554,923.04	\$3,075,214.00	\$1,726,074.14	\$2,569,772.93	\$14,013,393.60	\$ 4,075,626.51	\$ 552,156.81	\$18,641,176.92	\$ 7,271,182.28	\$25,912,359.20	
Gilchrist	Primary System														
	3101	17.777	65	\$ 5,236.83	\$ 4,905.95	\$	\$	\$ 1,455.37	\$ 253,906.61	\$	\$ 90,000.00	\$ 343,906.61	\$ 41,000.00	\$ 384,906.61	
	3102	11.457		143.87	3,856.59		25,840.88	112,280.52	95,878.72	47,807.27		143,685.99		143,685.99	
	3103	23.488	482	7,716.29	14,954.24		1,633.10	9,842.34	362,468.09	24,884.38	52,022.77	439,375.24	84,822.00	524,197.24	
	3104	.610		32.49	298.61		26,267.45	28,912.40	34,443.93	12,472.53	8,263.39	55,179.85	2,372.00	57,551.85	
	3105	18.186	33	7,506.00	6,450.15		1,562.03	49,705.26	485,007.36			485,007.36		485,007.36	
	3106							493.59	493.59			493.59		493.59	
	3175						262,160.77	42,785.35	313,283.82			313,283.82		313,283.82	
	3199				1,163.80										
	Total		71.518	580	\$ 20,635.48	\$ 31,629.34	\$ 267,007.15	\$ 317,464.23	\$ 245,474.83	\$ 1,545,482.12	\$ 85,164.18	\$ 150,286.16	\$ 1,780,932.46	\$ 128,194.00	\$ 1,909,126.46
	Secondary System														
	3151			\$	\$	\$	\$	\$ 34,775.71	\$ 34,775.71	\$	\$	\$ 34,775.71	\$	\$ 34,775.71	
	3152	10.412													
Total		10.412	\$	\$	\$	\$	\$ 34,775.71	\$ 34,775.71	\$	\$	\$ 34,775.71	\$	\$ 34,775.71		
County Total		81.930	580	\$ 20,635.48	\$ 31,629.34	\$ 267,007.15	\$ 317,464.23	\$ 280,250.54	\$ 1,580,257.83	\$ 85,164.18	\$ 150,286.16	\$ 1,815,708.17	\$ 128,194.00	\$ 1,943,902.17	
Hamilton	Primary System														
	3200			\$ 147.85	\$ 479.70	\$	\$ 4,345.75	\$ 17,709.26	\$ 56,621.94	\$	\$	\$ 56,621.94	\$	\$ 56,621.94	
	3201	32.868	751	23,097.86	18,205.40		3,474.40	29,908.50	685,165.92	467,009.17	164,611.19	1,316,783.28	54,990.85	1,371,777.13	
	3202	7.712	27	1,740.55	1,049.30		15,548.15	115,329.68	186,522.38	96,714.80		283,237.18		283,237.18	
	3203	6.532	585	4,010.27	3,679.74				156,945.18	42,680.92		199,626.10	40,705.00	240,331.10	
	3204	7.579	274	10,959.37	5,466.16				109,223.46	77,687.16		186,910.62	30,354.00	217,264.62	
	3205	13.653		2,372.34	6,538.77		5,304.52	219,670.10	341,699.36	123,371.64		465,071.00		465,071.00	
	3206	14.868	162	3,398.47	2,650.32		255.04	1,063.05	322,600.90			322,600.90	13,403.00	336,003.90	
	3207	3.840			1,097.04		2,351.92	100,879.64	111,308.34			111,308.34		111,308.34	
	3208						2,284.36		28,070.78			28,070.78		28,070.78	
	3209	1.635		706.23	82.88			27,390.60	27,390.60			27,390.60		27,390.60	
	3299				1,644.26										
	Total		88.687	1,799	\$ 46,432.94	\$ 40,893.57	\$ 678,073.91	\$ 33,564.14	\$ 511,950.83	\$2,025,548.86	\$ 807,463.60	\$ 164,611.19	\$ 2,997,623.74	\$ 139,452.85	\$3,137,076.59

NOTE—Figures in **bold face** indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

SECOND DISTRICT (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST								
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures							Value of Construction by Other Agencies	Total by State and Other Agencies
							1949	1950	Total to Date by Source of Funds						
									State	Federal	County	Total			
Madison	Primary System														
	3500			\$		\$			\$ 54.26			\$ 54.26		\$ 54.26	
	3501	36.415	1,746	27,208.70	23,968.37				1,069,664.81	263,824.23	237,997.46	1,571,486.50	122,426.76	1,693,913.26	
	3502	7.732		4,882.12	12,421.29		2,136.38	71,459.97	164,464.02	66,490.76		230,954.78		230,954.78	
	3503	5.792	153	4,582.95	6,264.59		403.03	138.88	139,016.93	124,665.00		264,281.93		264,281.93	
	3504	12.379		3,888.81	3,656.65				207,497.13		75,269.65	282,766.78	38,927.33	321,694.11	
	3505	19.596	698	13,658.70	7,916.93				438,741.29		76,429.70	515,170.99	25,100.00	540,270.99	
	3506	31.005	603	6,776.65	7,032.30		5.85		687,662.07	42,783.31	2,500.00	732,948.38	235,956.40	968,904.78	
	3507							490.78	7,516.90			7,516.90		7,516.90	
	3575						66,579.32	269,238.22	280,138.89			280,138.89		280,138.89	
	3599				1,887.28										
	Total		112.919	3,200	\$ 60,997.93	\$ 63,147.41	\$ 984,423.44	\$ 69,112.88	\$ 341,327.85	\$ 2,995,356.30	\$ 497,763.30	\$ 392,196.81	\$ 3,885,316.41	\$ 422,410.49	\$ 4,307,726.90
	Secondary System														
		3551			\$		\$		\$ 8,986.31	\$ 8,986.31			\$ 8,986.31		\$ 8,986.31
3552		6.002			1,138.88			55,492.31	110,497.63			110,497.63		110,497.63	
3553		17.649	327		10.50			294,050.10	309,090.59			309,090.59		309,090.59	
3554		19.568													
Total		43.219	327	\$	\$ 1,149.38	\$ 1,149.38		\$ 358,528.72	\$ 428,574.53			\$ 428,574.53		\$ 428,574.53	
County Total		156.138	3,527	\$ 60,997.93	\$ 64,296.79	\$ 985,572.82	\$ 69,112.88	\$ 699,856.57	\$ 3,423,930.83	\$ 497,763.30	\$ 392,196.81	\$ 4,313,890.94	\$ 422,410.49	\$ 4,736,301.43	
Nassau	Primary System														
	7400			\$	\$ 4,028.63	\$	\$ 49,074.83	\$ 3,337.48	\$ 98,587.44	\$ 4,800.93		\$ 103,388.37		\$ 103,388.37	
	7401	2.173	411	543.25	3,972.82				87,346.10	165,894.59		253,240.69		253,240.69	
	7402	13.661	1,046	28,065.93	14,896.49		70,575.41	5,023.94	998,894.45	455,114.82		1,454,009.27	\$ 93,737.00	\$ 1,547,746.27	
	7403	22.366	603	20,184.11	19,036.69		3,461.32	7,892.85	889,444.31	183,423.68		1,072,867.99		1,091,094.99	
	7404	30.554	1,100	18,388.27	16,585.83		1,946.14	149,581.33	1,074,141.60	831,721.27		1,905,862.87	46,640.00	1,952,502.87	
	7405	4.354		3,931.63	1,792.17		3,446.26		57,755.38	31,351.64		89,107.02		89,107.02	
	7406	13.088	680	15,894.37	20,193.05		412,775.33	25,331.14	1,155,886.34			1,155,886.34	601,839.55	1,757,725.89	
	7407	5.138	317	675.81	502.55		7,802.37		324,916.65			324,916.65	15,208.00	340,124.65	
	7408	.392		399.59	52.94				9,686.25			9,686.25		9,686.25	
	7409						62,659.11		62,659.11			62,659.11		62,659.11	
	7410						2,000.04	41,763.36	43,763.40			43,763.40		43,763.40	
	7411	5.693						1,494.88	19,489.42	110,842.12		130,331.44		130,331.44	
	7412				87.19										
	7413	5.805	3,414		30,833.86										
	7499				2,534.12										
Total		103.221	7,571	\$ 88,082.96	\$ 114,516.34	\$ 1,282,905.76	\$ 515,591.15	\$ 234,424.98	\$ 4,822,570.45	\$ 1,783,149.05		\$ 6,605,719.50	\$ 775,651.55	\$ 7,381,371.05	

	Secondary System																
	7451			\$	\$	\$	\$	\$ 5,971.62	\$ 5,971.62	\$	\$	\$ 5,971.62	\$	\$ 5,971.62	\$	\$ 5,971.62	\$ 5,971.62
	7452	.689			73.47			11,020.40	11,020.40			11,020.40		11,020.40		11,020.40	11,020.40
	7453							5,877.69	5,877.69			5,877.69		5,877.69		5,877.69	5,877.69
Total		.689		\$	73.47	\$ 73.47	\$	\$ 22,869.71	\$ 22,869.71	\$	\$	\$ 22,869.71	\$	\$ 22,869.71	\$	\$ 22,869.71	\$ 22,869.71
County Total		103.913	7,571	\$ 88,082.96	\$ 114,589.81	\$1,282,979.23	\$ 515,501.15	\$ 257,291.69	\$ 4,845,440.16	\$ 1,783,149.05	\$	\$ 6,628,589.21	\$	775,651.55	\$	7,404,240.76	
Suwannee	Primary System																
	3700			\$ 1,206.81	\$ 141.40	\$	\$		\$ 9,620.17	\$	\$	\$ 9,620.17	\$	\$	\$ 9,620.17	\$	\$ 9,620.17
	3701	27.021		21,773.15	9,963.65		5,061.00	91,543.22	919,773.12	15,989.56	8,000.00	943,762.68	72,182.42		1,015,945.10		
	3702			4,186.06	34.24												
	3703	8.645		1,760.88	2,636.28		195.72	5,563.01	24,814.68	9,897.16	142,500.00	177,211.84	11,694.00		188,905.84		
	3704	32.319	113	6,469.75	10,113.03				52,044.68	5,786.03	580,937.51	638,768.22	83,682.01		722,450.23		
	3705			472.37													
	3706	17.967	726	12,108.46	22,851.74		56.00	19.30	443,533.83		36,000.00	479,533.83	21,536.66		501,070.49		
	3707	15.511		1,863.10	10,071.24		194,048.54	24,593.68	234,399.34	98,554.51		332,923.85	25,717.00		358,640.85		
	3708	10.699		1,695.78	2,261.64				194,935.40			194,935.40			194,935.40		
	3709			29.88	15.96												
	3710				69.92			24,578.72	28,450.20			28,450.20			28,450.20		
	3711							4,430.39	4,430.39			4,430.39			4,430.39		
	3775						131,552.42	3,644.45	480,381.95			480,381.95			480,381.95		
	3799				1,734.69												
Total		112.162	839	\$ 51,575.24	\$ 59,893.79	\$ 744,636.79	\$ 330,913.68	\$ 154,372.77	\$ 2,392,353.76	\$ 130,227.26	\$ 767,437.51	\$ 3,290,018.53	\$ 214,812.09	\$	3,504,830.62		
	Secondary System																
	3751			\$	\$	\$	\$	\$ 939.11	\$ 939.11	\$	\$	\$ 939.11	\$	\$	\$ 939.11	\$	\$ 939.11
	3752	12.050			2,208.22												
	3753	11.993	112		2,425.21												
Total		24.043	112	\$	\$ 4,633.43	\$ 4,633.43	\$	\$ 939.11	\$ 939.11	\$	\$	\$ 939.11	\$	\$	\$ 939.11	\$	\$ 939.11
County Total		136.205	951	\$ 51,575.24	\$ 64,527.22	\$ 749,270.22	\$ 330,913.68	\$ 155,311.88	\$ 2,393,292.87	\$ 130,227.26	\$ 767,437.51	\$ 3,290,057.64	\$ 214,812.09	\$	3,505,769.73		
Taylor	Primary System																
	3800			\$ 204.21	\$	\$	\$ 1,903.95		\$ 29,556.91	\$	\$	\$ 29,556.91	\$	\$	\$ 29,556.91	\$	\$ 29,556.91
	3801	27.445	641	17,477.26	34,845.75		529.49	241.40	543,079.48	666,138.24		1,210,117.72	293,040.00		1,503,157.72		
	3802	17.371	508	19,216.18	10,416.57		692.18	486.41	535,381.62	111,769.48	99,386.28	746,545.38			746,545.38		
	3803	14.974	441	4,734.40	4,242.94		17,871.01	416,432.97	642,751.71			642,751.71	124,151.71		766,903.42		
	3804	14.618	1,051	4,214.12	2,929.69				367,605.12	30,143.39		397,748.51	179,886.00		577,634.51		
	3805	19.532	449	9,358.37	7,992.92				226,870.32			226,870.32	199,256.70		426,127.02		
	3806	2.942		630.65	1,035.23		4,191.16		33,101.06			33,101.06	22,512.00		55,613.06		
	3807	11.911	476	8,065.07	4,127.28		44.75		220,372.30			220,372.30			220,372.30		
	3808								478.35			478.35			478.35		
	3809	4.971		3,949.62	2,497.09		23,713.99	228,511.82	436,755.86			436,755.86	195,009.07		631,764.93		
	3810	10.301	27		1,857.38		255,288.14		164,574.49	104,500.00		269,074.49			269,074.49		
	3811			161.05													
	3899				1,756.87												
Total		124.065	3,593	\$ 68,040.93	71,764.86	\$ 593,977.34	\$ 304,234.67	\$ 645,672.60	\$ 3,201,435.22	\$ 912,551.11	\$ 99,386.28	\$ 4,213,372.61	\$ 1,013,855.48	\$	5,227,228.09		
	Secondary System																
	3851			\$	\$	\$	\$	\$ 5,052.44	\$ 5,052.44	\$	\$	\$ 5,052.44	\$	\$	\$ 5,052.44	\$	\$ 5,052.44
	3852							7,807.06	7,807.06			7,807.06			7,807.06		

NOTE.—Figures in **bold face** indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950
SECOND DISTRICT (Continued)**

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures				Value of Construction by Other Agencies	Total by State and Other Agencies		
							1949	1950	Total to Date by Source of Funds					
									State	Federal			County	Total
	3853 3854 3855							1,604.08 128.33 138.94	1,604.08 128.33 138.94			1,604.08 128.33 138.94		1,604.08 128.33 138.94
Total				\$	\$	\$	\$	14,730.85	14,730.85	\$	\$	14,730.85	\$	14,730.85
County Total		124.065	3,593	\$ 68,040.93	\$ 71,764.85	\$ 533,977.34	\$ 304,234.67	\$ 660,403.45	\$ 3,216,166.07	\$ 912,551.11	\$ 99,386.28	\$ 4,228,103.46	\$ 1,013,855.48	\$ 5,241,958.94
Union	Primary System													
	3900			\$	\$ 2,296.58	\$	\$		\$ 2,554.62	\$	\$	2,554.62	\$	\$ 2,554.62
	3901	14.069	1,569	12,230.83	18,574.52				231,388.11		171,000.00	462,388.11	26,504.00	488,892.11
	3902	22.587	258	11,419.50	30,982.07				132,210.14	25,816.56		158,026.70	301,009.53	459,036.23
	3903								13,405.37			13,405.37		13,405.37
	3904	2.652	775	425.82	353.82				80,834.87	73,513.23		154,348.10	7,122.61	161,470.71
	3905	13.960	212	2,842.34	4,183.35				349.95			349.95	224,700.00	225,049.95
	3906	4.066		199.37	2,592.81		223.57	23,546.56	108,204.64			108,204.64		108,204.64
	3907	7.230	33	5,515.41	9,268.34		36,194.39	12,541.78	156,215.06	63,268.53		219,483.65		219,483.65
	3909				1,173.70									
	Total		64.624	2,847	\$ 32,633.27	\$ 69,425.19	\$ 414,376.11	\$ 36,420.96	\$ 36,088.34	\$ 785,162.76	\$ 162,598.38	\$ 171,000.00	\$ 1,118,761.14	\$ 559,336.14	$ 1,678,097.28
Total	Secondary System													
	3950			\$	\$	\$	\$	6,905.76	6,905.76	\$	\$	6,905.76	\$	6,905.76
	3951							27,506.24	26,068.44	1,437.80		27,506.24		27,506.24
	3952							539.47	539.47			539.47		539.47
	3953							7,211.97	7,211.97			7,211.97		7,211.97
Total			\$	\$	\$	\$	42,163.44	40,723.64	1,437.80	\$	\$	42,163.44	\$	42,163.44
County Total		64.624	2,847	\$ 32,633.27	\$ 69,425.19	\$ 414,376.11	\$ 36,420.96	\$ 78,251.78	\$ 825,888.40	\$ 164,036.18	\$ 171,000.00	\$ 1,160,924.58	\$ 559,336.14	\$ 1,720,260.72
DISTRICT TOTAL—PRIMARY		1,922.889	70,184	\$1,412,260.29	\$1,681,017.10	\$14,932,009.70	\$5,573,382.82	\$5,405,357.06	\$57,072,894.50	\$15,104,942.41	\$ 5,347,060.22	\$77,524,897.13	\$16,320,414.13	\$93,845,311.26
DISTRICT TOTAL—SECONDARY		131.603	1,295		101,561.12	101,561.12	14,141.66	1,911,835.66	2,014,051.18	1,437.80		2,015,488.98		2,015,488.98
DISTRICT TOTALS		2,054.492	71,479	\$1,412,260.29	\$1,790,578.22	\$15,033,570.82	\$5,587,524.48	\$8,317,192.72	\$59,086,945.68	\$15,106,380.21	\$ 5,347,060.22	\$79,540,386.11	\$16,320,414.13	\$95,860,800.24



ROAD S-255, Madison county from State Road 10 in Lee to a point six miles south showing construction work in progress.



MATANZAS INLET to St. Augustine in St. Johns county on Road A-1-A, showing limerock base finishing operations.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

THIRD DISTRICT

96

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST								Value of Construction by Other Agencies	Total by State and Other Agencies
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures									
							1949	1950	Total to Date by Source of Funds							
									State	Federal	County	Total				
Bay	Primary System															
	4600			\$ 3,034.14	\$ 3,748.13	\$	\$ 1,173.60	\$ 98,684.37	\$ 197,940.13	\$	\$	\$ 197,940.13	\$	\$	\$ 197,940.13	
	4601	16.860	2,017	9,645.00	18,617.51		27,783.28		988,159.76	207,334.35		1,195,494.11		32,111.52	1,227,605.63	
	4602	20.483	7,804	61,845.37	32,871.20		54,187.82	245,103.37	1,366,128.68	299,610.33	1,623,323.67	3,289,068.68		275,608.46	3,564,677.14	
	4603	18.412	132	5,990.78	9,123.67			3,158.30	620,185.13			620,185.13		61,911.88	682,097.01	
	4604	34.838	1,479	33,305.44	24,774.25		38,709.75	369,517.81	1,163,909.31	35,588.08	377,248.53	1,576,745.92		225,289.47	1,802,035.39	
	4605	2.419	34	1,217.97	259.61			51,471.65	19,751.76			71,223.41		5,577.00	76,800.41	
	4606	20.418	2,856	19,356.31	35,523.47			888,746.95			8,000.00	894,746.95		148,186.37	1,042,933.32	
	4607	12.339	527		79.52		200,074.73	143,422.40	295,770.60	60,000.00		355,770.60			355,770.60	
	4608	14.150	572	4,089.74	9,362.43			377,695.61	25,344.00			403,039.61		68,402.00	471,441.61	
	4609	14.408	1,335	10,007.44	26,495.15			729,431.91				729,431.91		130,790.02	860,221.93	
	4610	.040					9.00	2,032.04	2,053.38	2.49		2,055.87			2,055.87	
	4611	3.197		179.16	804.77		5,022.56		82,275.00			82,275.00			82,275.00	
	4612								464.88	11,116.64		11,581.52			11,581.52	
	4613	4.082		45.75	1,091.55		107,748.38		186,682.26			186,682.26			186,682.26	
	4614				11.52		47,030.16	183,295.25	193,251.14	46,537.65		239,788.79			239,788.79	
	4615						4,189.66		4,189.66			4,189.66			4,189.66	
	4616							1,608.11	1,608.11			1,608.11			1,608.11	
	4617							5,390.98	5,390.98			5,390.98			5,390.98	
	4639				3,944.15											
Total		161.646	16,756	\$ 148,714.10	\$ 166,706.93	\$2,061,605.75	\$ 485,928.94	\$1,052,212.63	\$ 7,153,355.14	\$ 705,285.30	\$ 2,008,578.20	\$ 9,867,218.64	\$	\$ 947,876.72	\$10,815,095.36	
Total	Secondary System															
	4650			\$	\$	\$	\$	\$ 8,173.13	\$ 8,173.13	\$	\$	\$ 8,173.13	\$	\$	\$ 8,173.13	
	4651							134,802.36	134,802.36			134,802.36			134,802.36	
	4652	5.847			1,765.10											
Total		5.847	\$	\$ 1,765.10	\$ 1,765.10	\$	\$ 142,975.49	\$ 142,975.49	\$	\$	\$ 142,975.49	\$	\$	\$ 142,975.49		
County Total		167.493	16,756	\$ 148,714.10	\$ 168,472.03	\$2,063,370.85	\$ 485,928.94	\$1,195,188.12	\$ 7,296,330.63	\$ 705,285.30	\$ 2,008,578.20	\$10,010,194.13	\$	\$ 947,876.72	\$10,958,070.85	
Calhoun	Primary System															
	4700			\$	\$ 4,406.80	\$	\$ 2,021.00	\$ 594.08	\$ 2,615.08	\$	\$	\$ 2,615.08	\$	\$	\$ 2,615.08	
	4701	24.630	9,889	29,994.06	72,266.51		36,415.33	34,173.81	815,539.29	44,895.84	1,018.40	861,453.53		644,192.58	1,505,646.11	
	4702	35.130	1,284	22,965.45	52,544.42		91,541.49	105,269.77	987,156.37	130,376.33		1,117,532.70		79,661.00	1,197,193.70	
	4703	11.141	461	3,533.99	6,079.40		220,368.29	2,776.29	346,466.24			346,466.24			346,466.24	
	4704	24.858	861	13,254.57	14,185.30		129,882.99	21,541.59	478,322.00	71,314.33		549,636.33			549,636.33	
	4705								143.56	5,570.22		5,713.78			5,713.78	
	4799				1,181.12											
Total		95.759	12,495	\$ 69,748.07	\$ 150,663.55	\$ 831,131.29	\$ 480,229.10	\$ 158,802.96	\$ 2,630,242.54	\$ 252,156.72	\$ 1,018.40	\$ 2,883,417.66	\$	\$ 723,853.58	\$ 3,607,271.24	

	Secondary System 4750			\$	\$	\$	\$	\$ 9,034.93	\$ 9,034.93	\$	\$	\$ 9,034.93	\$	\$ 9,034.93	
Total				\$	\$	\$	\$	\$ 9,034.93	\$ 9,034.93	\$	\$	\$ 9,034.93	\$	\$ 9,034.93	
County Total		95.759	12,495	\$ 69,748.07	\$ 150,663.55	\$ 831,131.29	\$ 480,229.10	\$ 167,837.89	\$ 2,639,277.47	\$ 252,156.72	\$ 1,018.40	\$ 2,892,452.59	\$ 723,853.58	\$ 3,616,306.17	
Escanambia	Primary System														
	4800			\$	\$ 2,575.95	\$	\$	\$ 51,714.25	\$ 21,562.64	\$	\$ 79,276.89	\$	\$ 79,276.89		
	4801	16.474	2,561	27,815.81	32,804.93		6,699.45	2,389.42	372,936.82	853,628.00	61,817.80	1,288,382.62	123,636.09	1,412,018.71	
	4802	26.918	2,482	58,533.94	32,812.36				591,747.53	763,357.51	230,982.04	1,586,087.08	408,266.75	1,994,353.83	
	4803	2.415		886.04	1,014.00								35,022.06	35,022.06	
	4804	22.930		13,779.26	12,182.85		3,737.53	11,582.69	161,764.53	260,993.52	186,948.04	609,706.05	312,082.00	921,788.09	
	4805	1.460	405	4,542.25	7,269.22		164,813.16	118,045.81	964,822.17			964,822.17		964,822.17	
	4806	20.607	630	8,493.23	5,722.31				61,947.17	47,000.00		108,947.17	658,075.00	767,022.17	
	4807	8.378	41	6,737.13	6,954.49			4,037.88	63,050.18	5,046.70	30,490.70	98,587.58	41,299.11	139,886.69	
	4808	6.569	450	9,107.88	13,416.89				348,536.81	469,873.33		818,410.14	94,594.58	913,004.72	
	4809	5.007	139	1,243.85	3,892.65		25,899.81	1,920.95	85,743.23	43,480.00		129,223.23		129,223.23	
	4810	3.712	15,562	11,344.66	95,259.32		156,393.05	64,384.13	644,123.77			644,123.77		644,123.77	
	4811	10.055	186	5,912.74	30,355.22				61,801.00			61,801.00	68,298.00	130,099.00	
	4812	5.363	3,210	2,040.97	13,798.49				259,340.98	355,727.23		615,068.21		615,068.21	
	4813	22.525	124	4,477.75	3,109.47				88,071.71			88,071.71	222,523.00	310,594.71	
	4814	15.196	1,880	7,212.56	9,313.00				386,903.36	7,880.76		394,784.12	69,106.00	463,890.12	
	4815			2.10											
	4816														
	4817	2.225	22	187.74	597.13				327.19	242.81		570.00		570.00	
	4818								20,373.01			20,373.01	25,735.00	46,108.01	
	4819								496.57	727.93		1,224.50		1,224.50	
	4820	3.303	34	2,870.15	2,255.60				12,804.89	163,771.79		176,576.68		176,576.68	
	4821	5.269	240	495.85	6,679.25		86,699.08	1,980.11	5,394.95	172,347.61		177,742.56		177,742.56	
	4822								189,064.96	32,738.60		221,803.56		221,803.56	
	4824								1,647.36	29,665.79		31,313.15		31,313.15	
4875							47,905.27	153,517.23	206,359.14		148,524.05		148,524.05		
4899				3,807.67							206,359.14		206,359.14		
Total		178.406	27,966	\$ 165,683.91	\$ 283,811.80	\$ 2,006,056.25	\$ 492,147.35	\$ 357,858.22	\$ 4,587,225.75	\$ 3,374,314.10	\$ 510,238.58	\$ 8,471,778.43	\$ 2,058,637.59	\$10,530,416.02	
Total	Secondary System														
	4851			\$	\$	\$	\$	\$ 24,211.21	\$ 24,211.21	\$	\$	\$ 24,211.21	\$	\$ 24,211.21	
	4852							7,104.65	7,104.65			7,104.65		7,104.65	
	4853	.944	3,638		3,184.56										
Total		.944	3,638	\$	\$ 3,184.56	\$ 3,184.56	\$	\$ 31,315.86	\$ 31,315.86	\$	\$	\$ 31,315.86	\$	\$ 31,315.86	
County Total		179.350	31,604	\$ 165,683.91	\$ 286,996.36	\$ 2,009,240.81	\$ 492,147.35	\$ 389,174.08	\$ 4,618,541.61	\$ 3,374,314.10	\$ 510,238.58	\$ 8,503,094.29	\$ 2,058,637.59	\$10,561,731.88	
Franklin	Primary System														
	4900			\$	\$	\$	\$	\$ 13,049.45	\$ 13,049.45	\$	\$	\$ 13,049.45	\$	\$ 13,049.45	
	4901	37.069	16,152	144,985.27	40,652.35			40,192.43	2,451,783.61	556,836.28	146,768.65	3,155,388.57	109,447.54	3,264,836.11	
	4902	11.566		12,260.53	2,292.65				151,426.06			151,426.06		151,426.06	
	4903	5.538	912	1,069.67	1,452.18			43,255.25	126,918.54	53,993.44	10,000.00	190,911.68		190,911.68	
	4904	23.464	5,860	4,709.05	9,881.42			138,457.74	1,037,838.85	285,752.66		1,323,591.51		1,323,591.51	
	4905	3.712						7,612.00	92,557.90			92,557.90		92,557.90	
	4906	16.766	996	4,183.68	4,418.15		58,843.73	147,473.75	623,785.44	251,857.14		875,643.58		875,643.58	
	4908	1.064							5,837.99	579,811.78		585,649.77		585,649.77	
	4910	2.614		1,112.38	872.49				55,451.66			55,451.66		55,451.66	
	4999				1,497.90										
	Total		101.703	23,970	\$ 168,260.58	\$ 61,067.14	\$1,510,141.02	\$ 58,843.73	\$ 390,040.69	\$ 4,558,650.83	\$ 1,728,251.70	\$ 156,798.65	\$ 6,443,670.48	\$ 109,447.51	\$ 6,553,118.02

NOTE—Figures in bold face indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950
THIRD DISTRICT (Continued)**

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST								
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures							Value of Construction by Other Agencies	Total by State and Other Agencies
							Total to Date by Source of Funds								
							1949	1950	State	Federal	County	Total			
	Secondary System														
	4950			\$	\$	\$	\$	\$ 3,498.63	\$ 3,498.63	\$	\$	\$ 3,498.63	\$	\$ 3,498.63	
	4951							33,673.43	33,673.43			33,673.43		33,673.43	
	4952							12,510.67	12,510.67			12,510.67		12,510.67	
	4953							29,922.24	29,922.24			29,922.24		29,922.24	
Total					\$	\$	\$	\$ 79,604.97	\$ 79,604.97	\$	\$	\$ 79,604.97	\$	\$ 79,604.97	
County Total		101.793	23,950	\$ 168,260.58	\$ 61,067.14	\$ 1,510,141.02	\$ 58,843.73	\$ 469,645.59	\$ 4,638,255.50	\$ 1,728,251.30	\$ 153,768.65	\$ 6,523,275.45	\$ 103,447.54	\$ 6,632,722.99	
	Primary System														
Madison	5000			\$	\$	\$	\$ 803.91	\$	\$ 3,030.44	\$	\$	\$ 3,030.44	\$	\$ 3,030.44	
	5001	20.744	238	10,465.62	26,730.83		2,136.90	5,334.04	786,917.05	108,623.43	145,000.00	1,130,546.48	124,291.14	1,254,837.62	
	5002	15.857	2,721	6,197.04	8,395.75		7,001.23		960,765.26	28,965.00	108,210.00	1,097,940.26	81,933.28	1,179,873.54	
	5003	13.434	968	3,134.10	14,285.00		156,401.89	29,028.92	761,976.90	340,403.91		1,102,380.81	19,941.16	1,122,321.97	
	5004	7.534		2,219.43	5,695.61		2,396.93		143,372.14			143,372.14	70,455.90	213,828.04	
	5005	12.890	300	59,293.54	7,598.91		3,085.25	6,057.65	101,921.08	79,385.13		181,314.21	53,059.91	234,374.12	
	5006	8.226	227	4,069.10	9,937.43				83,770.23			83,770.23	83,115.00	166,885.23	
	5007	10.663	150	823.14	1,256.21				83,988.68	33,112.69		117,101.37	56,286.00	173,387.37	
	5008	15.365	316	3,842.54	4,756.08				184,512.03			184,512.09	15,731.99	200,244.08	
	5009	7.691	318	1,197.58	6,092.97			2,239.15	137,084.17	56,439.36		193,523.53		193,523.53	
	5010	1.612	890				1,151.61		74,006.46			74,006.46		74,006.46	
	5011			1,574.71	1,784.14				100,833.97			100,833.97		100,833.97	
	5012						1,243.88		2,272.86			2,272.86		2,272.86	
	5013	8.375		6,232.44	1,894.13				118,242.75			118,242.75		118,242.75	
	5014	8.488	44	4,074.48	3,532.20		14,218.22		158,334.76			158,334.76	17,055.64	175,390.40	
	5015			134.79	140.94		1,348.17	75.74	4,484.82			4,484.82		4,484.82	
	5016								4,254.08			4,254.08		4,254.08	
	5017			4.41			230,372.54	10,072.37	249,008.26			249,008.26		249,008.26	
	5018	.408		25.93	710.46		14,719.74		14,719.74			14,719.74		14,719.74	
	5020						1,805.27		1,805.27			1,805.27		1,805.27	
	5099				2,473.40										
Total		131.265	6,142	\$ 103,288.85	\$ 95,281.06	\$ 922,968.05	\$ 431,891.68	\$ 52,807.87	\$ 3,975,339.01	\$ 736,935.52	\$ 253,210.00	\$ 4,965,484.53	\$ 521,870.02	\$ 5,487,354.55	
	Secondary System														
	5050			\$	\$	\$	\$	\$ 12,792.86	\$ 12,792.86	\$	\$	\$ 12,792.86	\$	\$ 12,792.86	
	5051							48,809.25	48,809.25			48,809.25		48,809.25	
	5052				219.85			10,994.95	10,994.95			10,994.95		10,994.95	
	5053							9,314.10	9,314.10			9,314.10		9,314.10	
	5054	8.016	473		453.14										
Total		8.016	473	\$	\$ 692.99	\$ 692.99	\$	\$ 81,911.16	\$ 81,911.16	\$	\$	\$ 81,911.16	\$	\$ 81,911.16	
County Total		139.281	6,615	\$ 103,288.85	\$ 95,977.05	\$ 923,661.04	\$ 431,891.68	\$ 134,719.03	\$ 4,057,250.17	\$ 736,935.52	\$ 253,120.00	\$ 5,047,395.69	\$ 521,870.02	\$ 5,569,265.71	

NOTE—Figures in **bold face** indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

THIRD DISTRICT (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures						Value of Construction by Other Agencies	Total by State and Other Agencies
							1949	1950	Total to Date by Source of Funds					
									State	Federal	County	Total		
	5306	12.715	400	5,103.38	5,939.73			5,713.45	239,316.57			239,316.57	10,103.00	249,419.57
	5307	25.665	1,854	13,008.72	15,526.76		204,915.38	49,268.63	794,393.58	88,990.70		883,384.28		883,384.28
	5308	13.381	116	2,407.76	5,079.40				127,515.72	68,535.00		196,050.72	53,040.00	249,090.72
	5309	22.141		7,232.62	10,793.54		22,898.04		134,926.50	52,705.80		187,632.30	170,577.48	358,209.78
	5310	9.631		2,591.25	2,189.57				22,012.21	149,783.58	647.90	172,443.69		172,443.69
	5311	10.470	186	3,558.53	3,309.65				120,343.99			120,343.99	24,180.83	144,524.82
	5312	21.156	1,123	18,778.32	17,312.69				281,210.58	3,516.71		284,727.29	84,134.52	368,861.81
	5313	24.047		4,268.96	11,829.08		509.97		202,025.48			202,025.48		202,025.48
	5314								61.45	2,382.27		2,443.72		2,443.72
	5315								47.70	1,828.51		1,876.21		1,876.21
	5316								47.70	1,828.52		1,876.22		1,876.22
	5317	3.301							10,558.44			10,558.44		10,558.44
	5318	3.525		1,025.31	2,627.76				75,530.36			75,530.36		75,530.36
	5319				159.72				5,760.30			5,760.30		5,760.30
	5320			41.04	1,321.30		2,383.86		19,647.57			19,647.57		19,647.57
	5321				(52.64									
	5399				3,188.65									
Total		230.044	11,101	\$ 163,638.07	\$ 197,870.51	\$1,874,394.58	\$ 347,332.02	\$ 776,961.99	\$ 5,466,530.63	\$ 1,448,232.08	\$ 64,337.28	\$ 6,979,099.99	\$ 591,851.10	\$ 7,570,951.09
	Secondary System													
	5351			\$	\$	\$	\$	\$	\$ 148,612.78	\$ 148,612.78	\$	\$	\$ 148,612.78	\$ 148,612.78
	5352								7,148.81	7,148.81		7,148.81		7,148.81
	5353	1.153			51.72				19,746.15	19,746.15		19,746.15		19,746.15
Total		1.153		\$	\$ 51.72	\$ 51.72	\$	\$ 175,507.74	\$ 175,507.74	\$	\$	\$ 175,507.74	\$	\$ 175,507.74
County Total		231.197	11,101	\$ 163,638.07	\$ 197,922.23	\$1,874,446.30	\$ 347,332.02	\$ 952,469.73	\$ 5,642,038.37	\$ 1,448,232.08	\$ 64,337.28	\$ 7,154,607.73	\$ 591,851.10	\$ 7,746,458.83
	Primary System													
Jefferson	5400			\$ 592.01	\$ 657.00	\$	\$ 4,769.23	\$	\$ 3,442.90	\$	\$	\$ 3,442.90	\$	\$ 3,442.90
	5401	16.852	416	12,444.67	15,395.81		12,154.81	4,596.09	644,442.15	85,122.77	100,000.00	829,564.92	99,085.15	928,650.07
	5402	17.016	801	7,713.67	13,013.71		8,574.93	136.66	283,894.32	373,116.96	100,000.00	757,011.28	26,446.00	783,457.28
	5403	18.072	443	12,651.41	24,841.38		4,197.28	91,461.10	412,669.94	49,479.12	120,417.84	582,596.90	67,967.27	650,564.17
	5404	6.001	81	4,170.13	2,718.56				78,640.69		42,525.00	121,165.69		121,165.69
	5405	10.255	579	505.44	1,251.80				190,264.64			190,264.64	29,242.00	219,506.64
	5406	11.995	339	3,302.07	9,599.52				101,008.08		61,254.10	162,262.18	30,478.00	192,740.18
	5407	14.614	393	13,960.09	11,603.70		39.13		155,006.10	62,631.92	99,636.78	317,274.80	18,674.00	335,948.80
	5408	8.067	77	9,477.70	1,939.24				149,326.54			149,326.54		149,326.54
	5409	1.171		49.82	73.46				24,207.20			24,207.20		24,207.20
	5410						9,709.76	151,649.30	117,383.98	54,837.90		172,221.88		172,221.88
	5411							74,204.36	74,204.36			74,204.36		74,204.36
	5499				1,506.14									
Total		104.043	3,129	\$ 64,867.01	\$ 82,630.32	\$ 792,462.16	\$ 29,906.68	\$ 322,047.51	\$ 2,234,520.90	\$ 625,188.67	\$ 523,833.72	\$ 3,383,543.29	\$ 271,892.42	\$ 3,655,435.71

	Secondary System 5450			\$	\$	\$	\$	\$	24,977.50	\$	24,977.50	\$	\$	24,977.50	\$	24,977.50
Total.....				\$	\$	\$	\$	\$	24,977.50	\$	24,977.50	\$	\$	24,977.50	\$	24,977.50
County Total..		104.043	3,129	\$ 64,867.01	\$ 82,630.32	\$ 792,462.16	\$ 29,906.68	\$ 347,025.01	\$ 2,259,498.40	\$ 625,188.67	\$ 523,833.72	\$ 3,408,520.79	\$ 271,892.42	\$ 3,680,413.21		
Leon.....	Primary System															
	5500			\$ 17.49	\$ 54.61	\$	\$ 21,280.23	\$	\$ 61,851.34	\$	\$	\$ 61,851.34	\$	\$ 61,851.34		
	5501	9.789	27	15,501.68	11,879.37		94,869.65		530,883.97		86,603.80	617,487.77		617,487.77		
	5502	18.685	244	18,015.72	26,095.25		52,954.40		949,932.85	75,986.19	140,000.00	1,165,919.34	3,637.63	1,169,556.97		
	5503			259.25					51,337.67			51,337.67		51,337.67		
	5504	12.146		6,296.75	4,567.46		15,590.77	142,145.07	445,433.64		330,640.78	776,074.42	56,969.29	833,043.71		
	5505	18.292	32	6,311.76	9,872.70			11.54	126,145.72	199,227.87	249,485.04	574,858.63	21,170.65	596,029.28		
	5506	8.453	972	7,667.74	6,854.42		2,592.14		327,756.45	389,276.01		717,032.46	15,796.57	732,829.03		
	5507	21.213	677	14,014.06	18,667.88			38.66	321,199.69	28,779.02	94,152.48	444,131.19	96,343.04	540,474.23		
	5508	13.536	503	12,554.02	17,752.16		36,182.82	4,091.68	392,929.27	6,850.00	161,901.64	561,680.91	80,565.84	642,246.75		
	5509	4.255	111	2,240.22	7,402.97				50,037.67			50,037.67	46,783.25	96,820.92		
	5510	2.349		2,866.90	451.01		43.00	55,676.80	240,780.36			240,780.36		240,780.36		
	5511	2.430		1,297.19	1,011.34		1,155.46		90,982.80			90,982.80	32,685.35	123,668.15		
	5512	7.096	40	1,378.97	4,974.35		22.23	137,417.48	169,471.68			169,471.68	21,387.87	190,859.55		
	5513								104,607.33			104,607.33		104,607.33		
	5514	2.468	32	364.54	853.82				11,610.86	3,776.32		15,387.18	523.20	15,910.38		
	5515	11.491	153	2,099.28	5,458.06				10,255.46			10,255.46	75,920.00	86,175.46		
	5516	4.692	24	1,860.96	4,537.42		86.47		148,796.77			148,796.77	30,304.64	179,101.41		
	5517	4.432			7,339.83		94,109.48	7,430.72	113,538.81	35,220.49		148,759.30		148,759.30		
	5518			6,377.81	7,705.48		11,260.89	108,444.73	293,931.09			293,931.09		293,931.09		
	5519	.910	25	1,048.81	1,435.24				1,481.50			1,481.50	11,519.46	13,000.96		
	5520						33,573.73	14,071.45	157,675.86			157,675.86		157,675.86		
	5521						27,669.01	159.76	50,046.38			50,046.38		50,046.38		
	5522						1,772.42	12.57	19,232.05			19,232.05		19,232.05		
	5599				3,208.60											
Total.....		142.267	2,840	\$ 100,173.15	\$ 140,121.97	\$ 1,388,740.32	\$ 393,162.70	\$ 469,500.46	\$ 4,669,919.22	\$ 739,116.20	\$ 1,062,783.74	\$ 6,471,819.16	\$ 493,606.79	\$ 6,965,425.95		
	Secondary System															
	5551			\$	\$	\$	\$	\$ 25,099.21	\$ 25,099.21	\$	\$	\$ 25,099.21	\$	\$ 25,099.21		
	5552	11.015	253		1,046.24		187,502.75	465.96	191,405.62			191,405.62		191,405.62		
	5553	5.816		552.30	839.67		86,934.94	89.55	86,878.10			86,878.10		86,878.10		
	5554	8.874	76		1,946.94		112,784.89	10,495.98	125,246.95			125,246.95		125,246.95		
	5555	8.935			1,780.80		96,118.76	5,037.27	103,107.57			103,107.57		103,107.57		
	5556	7.352		192.22	1,320.93		94,379.14	4,059.86	99,493.44			99,493.44		99,493.44		
	5557	6.378			2,186.48		79,719.60	19,283.05	100,436.18			100,436.18		100,436.18		
	5558	4.481			828.62		88,271.31	136.61	88,411.38			88,411.38		88,411.38		
Total.....		52.851	329	\$ 744.52	\$ 9,949.68	\$ 10,694.20	\$ 745,711.39	\$ 63,556.47	\$ 820,078.45	\$	\$	\$ 820,078.45	\$	\$ 820,078.45		
County Total..		195.118	3,169	\$ 100,917.67	\$ 150,071.65	\$ 1,397,434.52	\$ 1,138,874.09	\$ 533,056.93	\$ 5,489,997.67	\$ 739,116.20	\$ 1,062,783.74	\$ 7,291,897.61	\$ 493,606.79	\$ 7,785,504.40		
Liberty.....	Primary System															
	5601	21.202	1,340	\$ 10,265.08	\$ 38,781.23	\$	\$	\$	\$ 490,807.01	\$ 57,460.97	\$ 6,500.00	\$ 560,767.98	\$ 127,128.00	\$ 687,895.98		
	5602	18.099	766	6,323.68	9,828.22				311,027.19	6,201.27	42,000.00	359,228.46	68,351.00	427,579.46		
	5604	36.752	1,153	8,165.38	6,545.47		3,207.96	116,271.53	629,936.04	287,732.44		917,668.48	18,915.00	936,583.48		
	5605	.417			145.22				4,528.27			4,528.27		4,528.27		
	5606	8.145	233	539.03	374.11		4,833.24	207,353.62	175,635.12	61,345.90		236,981.02	8,955.00	245,936.02		
	5699				1,296.52											
Total.....		85.215	3,492	\$ 25,293.17	\$ 56,970.77	\$ 450,530.12	\$ 8,041.20	\$ 323,625.15	\$ 1,617,933.63	\$ 412,740.58	\$ 48,500.00	\$ 2,079,174.21	\$ 223,349.00	\$ 2,302,523.21		

NOTE—Figures in bold face indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

THIRD DISTRICT (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST								Value of Construction by Other Agencies	Total by State and Other Agencies
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures									
							1949	1950	Total to Date by Source of Funds							
									State	Federal	County	Total				
	Secondary System 5651			\$	\$	\$	\$	\$ 3,817.46	\$ 3,817.46	\$	\$	\$ 3,817.46	\$	\$ 3,817.46		
Total				\$	\$	\$	\$	\$ 3,817.46	\$ 3,817.46	\$	\$	\$ 3,817.46	\$	\$ 3,817.46		
County Total		85.215	3,492	\$ 25,293.17	\$ 56,070.77	\$ 450,530.12	\$ 8,041.20	\$ 327,442.61	\$ 1,621,751.09	\$ 412,740.58	\$ 48,500.00	\$ 2,082,991.67	\$ 223,349.00	\$ 2,306,340.67		
Okaloosa	Primary System 5700			\$ 13,603.03	\$ 2,653.74	\$	\$ 10,681.67	\$ 74,544.39	\$	\$	\$ 74,544.39	\$	\$ 74,544.39			
	5701	25.698	3,387	15,132.80	8,128.29		7,604.62	193,693.08	849,145.72	128,382.31	9,989.40	987,517.43	108,506.26	1,096,023.69		
	5702	.828		7,581.74	7,253.39				25,522.94			25,522.94		25,522.94		
	5703	19.119	1,107	23,472.66	38,467.73		25.00	370,576.47	225,193.42	82,242.33		678,012.22		678,012.22		
	5704	22.451	5,122	19,318.42	31,987.55			568.78	570,414.16	180,935.08	122,105.48	873,454.72	81,434.00	954,888.72		
	5705	18.768	3,151	16,868.13	12,953.00		20,412.60		279,100.49	35,071.24	83,093.90	397,265.63	66,788.00	464,053.63		
	5706	21.395	329	9,947.98	11,521.85				113,998.40		7,160.00	121,158.40	130,999.60	252,158.00		
	5707	19.001	214	3,709.97	7,933.68				63,564.73	37,316.40	98,951.51	199,862.64	112,506.24	312,368.88		
	5708	8.124	776	1,042.32	1,566.02				246,384.76	2,556.61		248,941.37		248,941.37		
	5709	12.036	84	6,140.46	7,838.60			16,518.60	52,050.50	31,423.83		83,474.33	53,816.12	137,290.45		
	5710	9.431	1,369	3,048.01	19,944.30		305,647.79	1,823.17	411,366.31	100,000.00		511,366.31		511,366.31		
	5711	6.147			1,183.39		50,987.55	19,438.80	182,391.83			182,391.83		182,391.83		
	5712								1,568.31			1,568.31		1,568.31		
	5713							1,316.32	3,375.40	4,691.72		4,691.72		4,691.72		
	5714	1.907				421.57		56,537.28	4,877.45	74,639.26		74,639.26		74,639.26		
5799					3,048.79											
Total		164.905	15,629	\$ 119,865.52	\$ 154,901.90	\$1,039,014.90	\$ 453,212.83	\$ 240,295.28	\$ 3,319,989.99	\$ 740,878.89	\$ 403,542.62	\$ 4,464,411.50	\$ 554,050.22	\$ 5,018,461.72		
	Secondary System 5750			\$	\$	\$	\$	\$ 45,567.92	\$ 45,567.92	\$	\$	\$ 45,567.92	\$	\$ 45,567.92		
	5751	4.508			1,948.96			40,366.14	40,366.14			40,366.14		40,366.14		
	5752							2,746.03	2,746.03			2,746.03		2,746.03		
	5753	1.712			287.45			17,914.32	17,914.32			17,914.32		17,914.32		
	5754							10.31	10.31			10.31		10.31		
	5755							14,245.64	14,245.64			14,245.64		14,245.64		
	5756							5,322.02	5,322.02			5,322.02		5,322.02		
Total		6.220	\$	\$ 2,236.41	\$ 2,236.41	\$	\$ 126,172.38	\$ 126,172.38	\$	\$	\$ 126,172.38	\$	\$ 126,172.38			
County Total		171.125	15,629	\$ 119,865.52	\$ 157,138.31	\$1,941,251.31	\$ 453,212.83	\$ 366,467.66	\$ 3,446,162.37	\$ 740,878.89	\$ 403,542.62	\$ 4,590,583.88	\$ 554,050.22	\$ 5,144,634.10		
Santa Rosa	Primary System 5800			\$ 3,601.56		\$	\$ 4,561.16	\$ 132,715.44	\$ 2,412.02	\$	\$ 135,127.46	\$	\$ 135,127.46			
	5801	28.108	5,710	33,029.38	35,831.58		9,681.23	27,200.21	1,250,379.34	816,733.04	114,546.27	2,181,658.65	32,376.22	2,214,034.87		

	5802	1,649		46.17	16.03				25,120.96			25,120.96		25,120.96
	5803	24,129	162	6,715.08	18,373.42		10,382.48		351,146.60	44,387.54	95,000.00	490,534.14	8,705.20	499,239.34
	5804	20,414	4,988	3,783.84	4,689.90				471,041.74	224,841.28		695,883.02	78,236.80	774,119.82
	5805	27,685	745	6,133.01	9,139.73				269,745.35	151,523.57		421,268.92	203,675.01	624,943.93
	5806	25,841		3,546.22	11,489.90		58,206.63	27,804.96	162,372.65			162,372.65	203,450.00	365,822.65
	5807	26,383	30	3,248.38	5,651.51		207,530.82	9,711.20	310,356.29	67,477.91		377,834.20		377,834.20
	5808	22,104	3,667	18,451.59	23,675.07			77.13	537,323.22	118,065.93		655,389.15		655,389.15
	5809	19,545	1,520	9,930.88	4,446.38		18,680.03	11.71	173,130.71	130,316.33		303,447.04	212,270.20	515,717.24
	5810								9,325.87	145,803.43		155,129.30		155,129.30
	5811								380.41	19,370.25		19,750.66		19,750.66
	5812			332.09	30.05				5,174.75			5,174.75		5,174.75
	5813				7,462.80		71,267.74	22,472.94	157,059.63			157,059.63		157,059.63
	5814	1,736		16.80					32,995.42			32,995.42		32,995.42
	5899				3,054.74									
Total		204,594	16,822	\$ 88,835.00	\$ 128,861.95	\$ 1,358,445.05	\$ 380,310.09	\$ 87,278.15	\$ 3,888,268.38	\$ 1,720,931.30	\$ 209,546.27	\$ 5,818,745.95	\$ 738,713.43	\$ 6,557,459.38
	Secondary System													
	5850	.750		\$	\$	\$	\$	\$ 16,809.84	\$ 16,809.84	\$	\$	\$ 16,809.84	\$	\$ 16,809.84
	5851							11,432.49	11,432.49			11,432.49		11,432.49
	5852	10,875	28					122,652.52	122,652.52			122,652.52		122,652.52
	5853	5,802	60		695.93									
	5854	0.754												
Total		18,181	88	\$	\$ 695.93	\$ 695.93	\$	\$ 150,894.85	\$ 150,894.85	\$	\$	\$ 150,894.85	\$	\$ 150,894.85
County Total		222,775	16,910	\$ 88,835.00	\$ 129,557.88	\$ 1,359,140.98	\$ 380,310.09	\$ 238,173.00	\$ 4,039,163.23	\$ 1,720,931.30	\$ 209,546.27	\$ 5,069,640.80	\$ 738,713.43	\$ 6,708,354.23
	Primary System													
Wakulla	5900			\$	\$ 3.15	\$	\$ 29,186.65	\$	\$ 41,940.32	\$	\$	\$ 41,940.32	\$	\$ 41,940.32
	5901	27,105	771	5,714.82	23,604.38		1,816.16		811,299.90	72,476.00	9,700.00	893,475.90	177,573.58	1,071,049.48
	5902	9,028	34		6,490.63		160,994.42	5,811.88	193,830.74	60,127.57		253,958.31		253,958.31
	5903	11,550	356	2,911.63	2,240.74				350,180.61			350,180.61	50,775.27	400,955.88
	5904	5,951		1,685.40	3,392.34				109,650.09	81,247.55		190,897.64		190,897.64
	5905			26.88	503.84				38,218.86			38,218.86		38,218.86
	5906	2,727	392	779.67	79.79				60,041.95			60,041.95		60,041.95
	5907						6,252.75	45,228.91	51,481.66			51,481.66		51,481.66
	5909	8,467		9,742.71	11,744.38				132,805.35	37,558.81		170,364.16	71,752.65	242,116.81
	5911	2,273	28		300.40			95,551.52	135,067.99	28,129.51		164,097.50		164,097.50
	5912	7,877	34	749.29	2,354.82		11.11	43,436.80	132,841.28			132,841.28		132,841.28
	5999				1,569.96									
Total		74,978	1,615	\$ 21,556.64	\$ 52,284.43	\$ 437,878.03	\$ 198,261.09	\$ 190,029.11	\$ 2,058,258.75	\$ 279,539.44	\$ 9,700.00	\$ 2,347,498.19	\$ 300,101.50	\$ 2,647,599.69
	Secondary System													
	5951			\$	\$	\$	\$	\$ 9,315.62	\$ 9,315.62	\$	\$	\$ 9,315.62	\$	\$ 9,315.62
	5952							141.25	141.25			141.25		141.25
	5953	25,914	557			505,288.24	160,997.99		672,904.53			672,904.53		672,904.53
	5954						2,630.63		2,630.63			2,630.63		2,630.63
	5955	4,636												
Total		30,550	557	\$	\$	\$ 505,288.24	\$ 173,085.49	\$ 684,992.03	\$	\$	\$	\$ 684,992.03	\$	\$ 684,992.03
County Total		105,528	2,172	\$ 21,556.64	\$ 52,284.43	\$ 437,878.03	\$ 703,549.33	\$ 363,114.60	\$ 2,743,250.78	\$ 279,539.44	\$ 9,700.00	\$ 3,032,490.22	\$ 300,101.50	\$ 3,332,591.72
	Primary System													
Walton	6000			\$ 1,385.42	\$	\$	\$	\$ 5,183.28	\$	\$	\$	\$ 5,183.28	\$	\$ 5,183.28
	6001	22,061		8,825.12	5,427.50		10,146.20	252,037.59	464,294.65	86,075.19		550,369.84	94,721.70	645,091.54
	6002	26,664	235	17,461.21	33,452.77		5.28	136,619.63	356,791.12	452,248.48	175,562.89	984,602.49		984,602.49

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

THIRD DISTRICT (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures						Value of Construction by Other Agencies	Total by State and Other Agencies
							Total to Date by Source of Funds							
							1949	1950	State	Federal	County	Total		
	6003	31.997	9,304	47,695.63	30,752.27			12,892.43	1,083,005.97		214,274.07	1,297,280.04		1,297,280.04
	6004	12.010	5,978	15,221.32	11,189.34		33,579.40	33,597.88	535,437.31	24,418.79		559,856.10	375,669.09	935,525.19
	6005	16.408	75	4,501.45	6,379.01				61,424.69	16,624.86	116,776.64	194,826.19	32,275.11	227,101.30
	6006	21.575	531	4,683.72	4,500.85				197,719.40		199,924.00	397,643.40		397,643.40
	6007	19.138	383	15,666.00	4,640.07				128,894.16		164,526.14	293,420.30	15,025.74	308,446.04
	6008	4.200	306	1,997.64	651.01				43,973.47		47,373.22	91,346.69		91,346.69
	6009	6.891	138	588.72	326.60				31,463.26	49,760.16		81,223.42	37,659.58	118,883.00
	6010	18.022	756	11,719.51	6,173.32				450,222.37			450,222.37	43,656.00	493,878.37
	6011	6.331		1,837.90	137.29		942.03		114,343.24			114,343.24		114,343.24
	6012	6.940		1,248.60	1,878.81		77,534.19	54,157.81	204,067.05	51,017.40		255,084.45		255,084.45
	6013	7.140	161	2,630.88	2,541.21				76,124.20			76,124.20		76,124.20
	6014								58,890.48			58,890.48		58,890.48
	6015								2,556.36			2,556.36		2,556.36
	6016						13,143.77	7,580.29	103,039.40			103,039.40		103,039.40
	6017						288.19	80,147.68	87,885.17			87,885.17		87,885.17
	6099				3,807.05									
Total		199.377	17,867	\$ 135,463.13	\$ 111,857.10	\$1,945,445.52	\$ 135,639.06	\$ 577,033.31	\$ 4,005,315.58	\$ 680,144.88	\$ 918,436.96	\$ 5,603,897.42	\$ 599,007.22	\$ 6,202,904.64
	Secondary System													
	6050			\$	\$	\$	\$	\$ 8,681.33	\$ 8,681.33	\$	\$	\$ 8,681.33	\$	\$ 8,681.33
	6051	8.900						98,029.83	98,029.83			98,029.83		98,029.83
	6052							4,466.13	4,466.13			4,466.13		4,466.13
	6053	1.590			804.81			24,964.21	24,964.21			24,964.21		24,964.21
	6054	6.824	33		351.60									
	6055	3.350												
	6056	4.007												
Total		24.571	33	\$	\$ 1,156.41	\$ 1,156.41	\$	\$ 136,141.50	\$ 136,141.50	\$	\$	\$ 136,141.50	\$	\$ 136,141.50
County Total		223.948	17,900	\$ 135,463.13	\$ 113,013.51	\$1,946,601.93	\$ 135,639.06	\$ 713,174.81	\$ 4,141,457.08	\$ 680,144.88	\$ 918,436.96	\$ 5,740,038.92	\$ 599,007.22	\$ 6,339,046.14
	Primary System													
Washington	6100			\$	\$ 248.58	\$	\$ 1,680.04	\$	\$ 117,887.58	\$	\$	\$ 117,887.58	\$	\$ 117,887.58
	6101	14.626	4,423	30,357.97	39,094.44		3,220.33	11,720.38	775,547.20	204,692.34	27,782.47	1,008,022.01	14,279.69	1,022,301.70
	6102						30,098.20	23,330.35	53,428.55			53,428.55		53,428.55
	6103	2.681		913.67	1,405.16				65,870.66			65,870.66		65,870.66
	6104	27.792	1,125	15,072.78	12,727.07				612,280.82	79,765.31		692,046.13	14,562.00	706,608.13
	6105	7.156	93	1,218.39	1,138.26				83,576.17			83,576.17		83,576.17
	6106	14.211	683	9,176.83	3,263.86				191,378.86			191,378.86		191,378.86
	6107				189.85				2,463.44			2,463.44		2,463.44
	6108	29.847	743	14,608.08	23,323.95			11,782.85	369,211.09	7,248.96		376,460.05	84,258.41	460,718.46
	6109	15.459	730	33,942.04	5,400.58			18.72	153,747.06			153,747.06		153,747.06

	6110			867.42	9,532.50		27,062.21	9.00	136,735.51			136,735.51		136,735.51
	6199				1,477.35									
Total		111.772	8,097	\$ 106,347.03	\$ 97,944.67	\$ 840,555.38	\$ 65,079.50	\$ 46,842.58	\$ 2,562,126.94	\$ 291,706.61	\$ 27,782.47	\$ 2,881,616.02	\$ 113,100.10	\$ 2,994,716.12
	Secondary System													
	6151	10.970		\$	\$	\$	\$	\$ 96,465.16	\$ 96,465.16	\$	\$	\$ 96,465.16	\$	\$ 96,465.16
	6152	1.985						38,639.26	38,639.26			38,639.26		38,639.26
	6153							78,322.98	78,322.98			78,322.98		78,322.98
	6154	5.794	194				4,876.14	130,357.66	97,339.76	42,239.73		139,579.49		139,579.49
Total		18.749	194	\$	\$	\$	\$ 4,876.14	\$ 343,785.06	\$ 310,767.16	\$ 42,239.73	\$	\$ 353,006.89	\$	\$ 353,006.89
County Total		130.521	8,291	\$ 106,347.03	\$ 97,944.67	\$ 840,555.38	\$ 69,955.64	\$ 390,627.64	\$ 2,872,894.10	\$ 333,946.34	\$ 27,782.47	\$ 3,234,622.91	\$ 113,100.10	\$ 3,347,723.01
DISTRICT TOTAL—PRIMARY	2,196.438	176,252	\$1,671,585.08	\$1,950,721.30	\$20,564,794.07	\$1,279,942.58	\$5,255,789.54	\$58,066,902.40	\$14,145,642.38	\$ 6,410,723.78	\$78,623,268.56	\$ 8,459,183.76	\$87,082,452.32	
DISTRICT TOTAL—SECONDARY	188.198	5,382	744.52	21,278.32	22,022.84	1,763,712.30	1,694,482.70	3,450,214.16	88,167.63		3,538,381.79		3,538,381.79	
DISTRICT TOTALS	2,384.636	181,634	\$1,672,329.60	\$1,971,999.71	\$20,586,816.91	\$6,043,654.88	\$6,950,272.24	\$61,517,116.56	\$14,233,810.01	\$ 6,410,723.78	\$82,161,650.35	\$ 8,459,183.76	\$90,620,834.11	

NOTE—Figures in **bold face** indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

FOURTH DISTRICT

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures						Value of Construction by Other Agencies	Total by State and Other Agencies
							1949	1950	Total to Date by Source of Funds					
									State	Federal	County	Total		
Broward	Primary System													
	8600			\$	\$ 1.05	\$	\$ 17,080.94	\$ 20,360.76	\$ 311,262.19	\$ 51,774.14	\$	\$ 366,036.33	\$	\$ 366,036.33
	8601	10.330	388	15,524.38	17,544.88			170,534.11	583,578.11	459,193.08		1,042,771.19	112,238.45	1,155,009.64
	8602	15.286	600	18,042.84	13,115.39		8,784.06	5,866.01	1,381,156.57	617,778.01		1,998,934.58	31,568.91	2,030,503.49
	8603	7.217	152	29,710.87	12,075.94			1,640.47	297,535.52			297,535.52	142,006.12	439,541.64
	8604	1.602	105	10,537.74	13,937.60		6,066.20	568.11	892.24	5,830.64		6,782.88	98,965.73	105,748.61
	8605	16.314	669	32,582.74	18,462.31		3,159.51	347,667.58	556,630.86			556,630.86	414,677.43	971,308.29
	8606	27.627	175	10,395.86	8,785.67				556,886.01	450,651.93		1,007,537.94		1,007,537.94
	8607						50,994.89	32,101.83	355,174.38			355,174.38		355,174.38
	8608	19.806	192	17,826.27	23,010.57				448,597.34	164,276.90		612,874.24	33,806.00	646,680.24
	8609							88.82	381.55			381.55		381.55
	8610	24.657	526	17,488.97	35,361.39		44,965.36	96,158.61	350,867.27	25,125.49		375,992.76	858,163.55	1,234,156.31
	8611						2,048.07	11.00	2,059.07			2,059.07		2,059.07
	8612	7.085		223.81	1,085.80			8,683.68	64,700.43	2,080.23		66,789.66	158,749.45	225,539.11
	8613	6.573	32	2,176.64	1,171.12			34,662.06	164,608.80	15,411.32		180,020.12	136,956.82	316,976.94
	8614							6,089.06	25,578.58			25,578.58		25,578.58
	8615								4,207.33	156,990.49		161,197.82		161,197.82
	8616								9,574.28	24,883.25		34,457.53		34,457.53
	8617			927.44										
	8618							6,852.69	6,852.69			6,852.69		6,852.69
	8619	3.508		57.45	13.66			1,916.80	15,989.35			15,989.35	37,479.00	53,468.35
	8620	1.432	147	15,987.10	4,061.19		39,805.89		254,591.06			254,591.06	41,810.09	296,401.15
	8675						470,562.50	1,478.35	474,178.22			474,178.22		474,178.22
	8699				1,942.20									
Total		141.437	2,986	\$ 171,512.11	\$ 153,568.86	\$ 1,512,700.72	\$ 643,478.42	\$ 737,679.94	\$ 5,865,301.85	\$ 1,977,064.48	\$	\$ 7,842,366.33	\$ 2,066,421.55	\$ 9,908,787.88
	Secondary System													
	8651			\$	\$	\$	\$	\$ 2,157.89	\$ 2,157.89	\$	\$	\$ 2,157.89	\$	\$ 2,157.89
	8652	0.028	148		4,238.23									
Total		0.028	148	\$	\$ 4,238.23	\$ 4,238.23	\$	\$ 2,157.89	\$ 2,157.89	\$	\$	\$ 2,157.89	\$	\$ 2,157.89
County Total		141.465	3,134	\$ 171,512.11	\$ 157,807.09	\$ 1,516,938.95	\$ 643,478.42	\$ 739,837.83	\$ 5,867,459.74	\$ 1,977,064.48	\$	\$ 7,844,524.22	\$ 2,066,421.55	\$ 9,910,945.77
Collier	Primary System													
	0300			\$	\$	\$	\$	\$	\$ 1,002.75	\$ 2,627.10	\$	\$ 3,629.85	\$	\$ 3,629.85
	0301	44.324	4,564	23,570.94	31,392.07			9,347.46	1,660,452.30	73,119.40		1,733,571.70		1,733,571.70
	0302	8.615	456	3,477.16	1,195.99		42,438.48		235,503.17	100,000.00		335,503.17		335,503.17
	0304	32.291	2,430	35,695.50	64,979.19		8,680.49	4,673.27	1,703,553.62			1,703,553.62		1,703,553.62
	0305	7.079	105				25,818.06	203,660.25	147,696.88	85,542.35		233,239.23		233,239.23
	0306	11.515	1,926	6,095.65	12,126.66				41,163.09		38,251.40	79,414.49	268,062.20	347,506.79
	0307	3.988	261	2,987.87	696.37		1,494.25	222,078.23	347,396.54			347,396.54	57,000.00	404,405.54
	0308	44.884	1,452	5,664.24	35,360.31				891,427.00	117,056.75		1,008,483.75	860,797.00	1,869,280.75

	0310	4.173		584.10	847.14				4,648.32			4,648.32	77,882.00	82,530.32
	0399				5,306.94									
Total		156.869	11,194	\$ 78,075.46	\$ 151,904.67	\$1,358,997.66	\$ 78,431.28	\$ 439,768.21	\$ 5,032,843.67	\$ 378,345.60	\$ 38,251.40	\$ 5,449,440.67	\$ 1,263,780.30	\$ 6,713,220.97
	Secondary System													
	0351			\$	\$	\$	\$ 2,740.12	\$ 23,188.78	\$ 25,928.90	\$	\$	\$ 25,928.90	\$	\$ 25,928.90
	0353	2.050	62		4.50									
	0354						7,671.46	7,671.46				7,671.46		7,671.46
	0355	1.380												
Total		3.430	62	\$	\$ 4.50	\$ 4.50	\$ 2,740.12	\$ 30,860.24	\$ 33,600.36	\$	\$	\$ 33,600.36	\$	\$ 33,600.36
County Total		160.299	11,256	\$ 78,075.46	\$ 151,909.17	\$1,359,002.16	\$ 81,171.40	\$ 470,628.45	\$ 5,066,444.03	\$ 378,345.60	\$ 38,251.40	\$ 5,483,041.03	\$ 1,263,780.30	\$ 6,746,821.33
	Primary System													
Dade	8700			\$	\$	\$	\$ 277.22	\$ 7,266.13	\$ 356,100.12	\$ 219,414.84	\$	\$ 575,514.96	\$	\$ 575,514.96
	8701	14.051		3,211.83	1,238.82				160,296.02	477,547.37		637,843.39	274,463.00	912,306.39
	8702	19.984	306	5,257.19	6,223.43		3,290.72	226,922.31	712,766.94	608,396.71		1,321,166.65	465,748.00	1,786,914.65
	8703	25.564	938	13,227.74	53,952.92		129,029.98	121.37	1,157,235.87	1,161,841.51		2,319,077.38	709,881.00	3,028,938.38
	8704						2.95		4,821.68			4,821.68		4,821.68
	8705	1.175		72.92	35.76				48,033.00	24,310.64		72,343.64		72,343.64
	8706	17.996	5,253	86,994.20	73,661.93		987,319.58	66,479.51	2,295,966.81			2,295,966.81	1,388,760.00	3,684,726.81
	8707								285.53			285.53		285.53
	8708	4.145	3,227	17,962.51	59,543.83		32,710.09	3.59	694,978.16	9,759.43		704,737.59	382,403.00	1,087,140.59
	8709	19.684	36	2,955.92	6,249.41				311,979.09	247,992.34		559,971.43	391,020.89	950,992.29
	8711	25.690	1,837	12,611.07	14,721.38				2,519,811.26		77,576.90	2,597,388.16		2,597,388.16
	8712	18.116	320	3,652.20	2,411.27				870,758.61	1,876.00	51,461.41	924,096.02	640,978.00	1,565,074.02
	8713	2.941	274	51.23	2,200.24				304,490.63		10,979.95	315,470.58		315,470.58
	8714	11.400	259	25,818.84	7,713.57		8,263.82	272,912.41	362,256.20			362,256.20	319,149.00	681,405.20
	8715	20.118	31	2,850.19	1,786.61				103,951.09			103,951.09	172,497.00	276,448.09
	8716	11.552	103	1,406.97	1,596.89								140,737.00	140,737.00
	8717	2.027	768	9,248.20	9,983.87		2,906.87	0.88	872,423.16	9,696.84		882,120.00		882,120.00
	8718								5,300.96	121,925.43		127,226.39		127,226.39
	8720								10,201.39			10,201.39		10,201.39
	8722								1,140.20	80,587.09		81,727.29		81,727.29
	8724	13.407	525	2,172.72	5,630.52		666,180.71	11,181.94	1,574,047.83	860,818.38		2,434,866.21		2,434,866.21
	8799				4,910.62									
Total		207.850	13,877	\$ 187,493.73	\$ 251,867.07	\$2,488,511.12	\$1,829,427.50	\$ 584,888.14	\$12,366,847.55	\$ 3,824,166.58	\$ 140,018.26	\$16,331,032.39	\$ 4,885,616.86	\$21,216,649.25
	Secondary System													
	8751			\$	\$	\$	\$	\$ 32,702.63	\$ 74,948.49	\$	\$	\$ 74,948.49	\$	\$ 74,948.49
Total				\$	\$	\$	\$	\$ 32,702.63	\$ 74,948.49	\$	\$	\$ 74,948.49	\$	\$ 74,948.49
County Total		207.850	13,877	\$ 187,493.73	\$ 251,867.07	\$2,488,511.12	\$1,829,427.50	\$ 617,590.77	\$12,441,796.04	\$ 3,824,166.58	\$ 140,018.26	\$16,405,980.88	\$ 4,885,616.86	\$21,291,507.74
	Primary System													
Indian River	8800			\$	\$	\$	\$	\$	\$ 352.07	\$ 4,974.18	\$	\$ 5,326.25	\$	\$ 5,326.25
	8801	22.300	582	24,539.99	20,404.90		7,699.54	132,914.73	1,148,794.95	475,821.11	134,083.84	1,758,699.90	165,762.00	1,924,461.90
	8802						65,230.96	184,765.70	197,880.47	63,629.10		261,509.57		261,509.57
	8803	8.817	3,169	11,684.36	11,726.55		5,781.31	494,922.00	496,992.70	18,127.14		515,119.84	173,812.00	688,931.84
	8804	13.847	233	19,071.82	10,367.02		145.99	3,805.78	182,909.50			182,909.50	177,563.10	360,472.60
	8805	1.138	4,847	12,869.14	29,412.07								93,406.00	93,406.00
	8806	30.374	1,782	86,308.05	48,302.91			40,468.45	1,211,147.19	2,478.00		1,213,625.19	313,962.00	1,527,587.19

NOTE—Figures in bold face indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

FOURTH DISTRICT (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures				Value of Construction by Other Agencies	Total by State and Other Agencies		
							Total to Date by Source of Funds							
							1949	1950	State	Federal			County	Total
Total	8807						5,917.23	72,840.05	78,757.28			78,757.28		78,757.28
	8899				1,704.31									
	76.485	10,613	\$ 154,473.36	\$ 121,917.76	\$1,038,539.60	\$ 84,775.03	\$ 929,716.71	\$ 3,316,834.16	\$ 565,029.53	\$ 134,083.84	\$ 4,015,947.53	\$ 924,505.10	\$ 4,940,452.63	
	Secondary System													
	8852			\$	\$	\$	\$	\$ 32,916.89	\$ 32,916.89	\$	\$	\$ 32,916.89	\$	\$ 32,916.89
Total	8853			\$	\$	\$		5,667.00	5,667.00			\$ 5,667.00		\$ 5,667.00
			\$	\$	\$	\$	\$ 38,583.89	\$ 38,583.89		\$	\$ 38,583.89	\$	\$ 38,583.89	
County Total ..		76.485	10,613	\$ 154,473.36	\$ 121,917.76	\$1,038,539.60	\$ 84,775.03	\$ 968,300.60	\$ 3,355,418.05	\$ 565,029.53	\$ 134,083.84	\$ 4,051,531.42	\$ 924,505.10	\$ 4,979,036.52
Martin	Primary System													
	8900			\$ 28,459.10	\$ 17,844.84	\$	\$ 71.82	\$	\$ 1,678.11	\$ 27,423.65	\$	\$ 29,101.76	\$	\$ 29,101.76
	8901	24.835	1,459	57,837.68	55,786.83			370.65	1,639,658.37	582,984.52	16,019.45	2,238,662.34		2,238,662.34
	8902							4,291.37	4,291.37			4,291.37		4,291.37
	8903	26.689	587	38,373.05	25,799.16				44,284.15			44,284.15	380,046.00	424,330.15
	8904							8,097.87	8,097.87			8,097.87		8,097.87
	8905	12.290	928	24,316.60	12,488.04		6,456.93	215,830.51	134,673.76	87,613.68		222,287.44	301,953.00	524,240.44
	8906	30.894	1,066	4,676.76	13,324.64		18,058.19		594,880.37	266,036.78		860,917.15	252,532.00	1,113,449.15
	8907	17.355	491	8,587.80	16,958.50		17.60	59,105.48	175,097.32			175,097.32	208,436.00	383,533.32
	8909	5.918	2,035	9,304.70	30,829.90		3,583.15		4,763.34			4,763.34	194,958.00	199,721.34
	8910								8,486.14			8,486.14		8,486.14
	8999				3,710.26									
	Total		117.981	6,566	\$ 171,555.69	\$ 176,742.17	\$1,712,819.11	\$ 28,044.05	\$ 287,605.88	\$ 2,615,910.80	\$ 964,058.63	\$ 16,019.45	\$ 3,595,988.88	\$ 1,337,925.00	$ 4,933,913.88
Total	Secondary System													
	8951			\$	\$	\$	\$	\$ 8,742.35	\$ 8,742.35	\$	\$	\$ 8,742.35	\$	\$ 8,742.35
County Total ..		117.981	6,566	\$ 171,555.69	\$ 176,742.17	\$1,712,819.11	\$ 28,044.05	\$ 296,438.23	\$ 2,624,653.15	\$ 964,058.63	\$ 16,019.45	\$ 3,604,731.23	\$ 1,337,925.00	\$ 4,942,656.23
Monroe	Primary System													
	9000			\$ 4,565.74	\$ 25.05	\$	\$ 3,482.83	\$ 58,518.59	\$ 86,599.71	\$	\$	\$ 86,599.71	\$	\$ 86,599.71
	9001	4.605	519	15,237.50	4,455.19			2,837.33	132,218.17	19,243.62		151,461.79	134,740.00	286,201.79
	9002	26.377	20,955	17,584.72	20,908.85				607,007.01	1,403,793.80		2,010,800.81	2,740,974.37	4,751,775.18
	9003	17.000	47,582	1,280.74	756.29		133,380.55	227,297.09	603,345.81			603,345.81	7,900,006.27	8,503,352.08
	9004	11.685		3,894.62	7,475.91				61,121.10	471,931.98		533,053.08	255,682.00	788,735.08
County Total ..		14.095	20,800	473.95	321.84							3,832,624.00	3,832,624.00	

	9006	38,746	4,798	94,260.88	208,444.12				883,743.83	1,363,734.89		2,247,478.72	1,180,107.45	3,427,586.17
	9008	16,580	247		1,888.83								223,000.00	223,000.00
	9009								4,222.54	611,935.46		616,158.00		616,158.00
	9099				2,823.00									
Total		129,088	94,901	\$ 137,298.15	\$ 247,099.08	\$ 1,584,975.49	\$ 136,863.38	\$ 288,653.01	\$ 2,378,258.17	\$ 3,870,639.75	\$	\$ 6,248,897.92	\$ 16,267,134.09	\$ 22,516,032.01
	Secondary System													
	9052			\$	\$	\$	\$	\$ 35,418.07	\$ 35,418.07	\$	\$	\$ 35,418.07	\$	\$ 35,418.07
	9053							167.24	167.24			167.24		167.24
Total				\$	\$	\$	\$	\$ 35,585.31	\$ 35,585.31	\$	\$	\$ 35,585.31	\$	\$ 35,585.31
County Total		129,088	94,901	\$ 137,298.15	\$ 247,099.08	\$ 1,584,975.49	\$ 136,863.38	\$ 324,238.32	\$ 2,413,843.48	\$ 3,870,639.75	\$	\$ 6,284,483.23	\$ 16,267,134.09	\$ 22,551,617.32
Okeechobee	Primary System													
	9100			\$	\$	\$	\$ 3.55	\$ 5,592.41	\$	\$	\$ 5,592.41	\$	\$ 5,592.41	\$ 5,592.41
	9101	4,830	1,101	15,201.26	9,472.66		184.42	8,221.31	110,073.10			110,073.10	156,409.00	266,482.10
	9102	31,666	1,670	39,988.37	10,482.08		20.88	35,734.59	408,047.84	80,781.44	6,173.98	495,003.26	602,282.00	1,097,285.26
	9105	12,042	1,233	61,904.49	34,473.80		14.96		395,031.89			395,031.89	276,338.00	671,369.89
	9106	10,302	309	4,150.42	15,758.79			67,105.97	32,973.36			100,079.33	115,519.00	215,598.33
	9107	20,440	3,881	21,245.33	44,150.78		3,811.42	148,891.65	596,262.85	123,534.92		719,797.77	239,523.00	959,320.77
	9109	1,612	529	440.91	3,306.33		5,444.84		152,711.05	46,089.36		198,800.41		198,800.41
	9110	8,084	381	1,004.31	1,399.17		3,969.60	1,482.03	272,830.44	122,485.07		395,315.51		395,315.51
	9199				1,443.20									
Total		89,006	9,104	\$ 143,935.09	\$ 120,486.81	\$ 1,284,846.27	\$ 13,449.67	\$ 191,365.52	\$ 2,007,655.55	\$ 405,864.15	\$ 6,173.98	\$ 2,419,663.68	\$ 1,390,071.00	\$ 3,809,764.68
	Secondary System													
	9150			\$	\$	\$	\$	\$ 420,066.24	\$ 420,066.24	\$	\$	\$ 420,066.24	\$	\$ 420,066.24
	9152							6,578.65	6,578.65			6,578.65		6,578.65
Total				\$	\$	\$	\$	\$ 426,644.89	\$ 426,644.89	\$	\$	\$ 426,644.89	\$	\$ 426,644.89
County Total		89,006	9,104	\$ 143,935.09	\$ 120,486.81	\$ 1,284,846.27	\$ 13,449.67	\$ 618,010.41	\$ 2,434,300.44	\$ 405,864.15	\$ 6,173.98	\$ 2,846,338.57	\$ 1,390,071.00	\$ 4,236,409.57
Palm Beach	Primary System													
	9300			\$	\$ 817.26	\$	\$ 107,968.65	\$ 47,950.13	\$ 217,977.37	\$ 64,105.05	\$	\$ 282,082.42	\$	\$ 282,082.42
	9301	18,663	119	8,472.02	7,917.82		13,435.94	152,628.72	1,144,378.66	378,789.58	27,000.00	1,560,168.24	310,604.85	1,860,773.09
	9302	14,657	199	6,796.10	2,938.37		144,169.31	28,736.78	1,276,155.14	39,033.96		1,315,189.10	664,896.98	1,980,086.08
	9303								77,566.47			77,566.47		77,566.47
	9304	12,666	1,031	82,101.81	43,165.28		145,884.49	1,605.77	1,296,987.78			1,296,987.78		1,296,987.78
	9305	5,960	78	2,281.93	2,218.26				232,929.53			232,929.53		232,929.53
	9306	29,147	2,687	29,188.41	44,001.60		420,862.57	140,256.48	1,005,844.09		12,341.00	1,018,185.09	609,956.94	1,628,142.03
	9308	6,183	1,809	31,522.42	18,492.85		353,490.05	86,062.14	598,894.96			598,894.96	537,360.00	1,136,254.96
	9309	14,100	1,602	28,028.72	27,808.75			38.92	35,554.52			35,554.52	296,687.00	332,241.52
	9310	12,573	537	29,664.50	75,642.83		55.16	205,433.89	843,834.56	3,213.45		847,048.01	244,101.00	1,091,149.01
	9311	23,476	467	16,586.43	70,371.88			2,158.00	936,665.55	73,182.00		1,011,847.55	439,425.00	1,451,272.55
	9312	20,796	2,194	35,531.24	22,386.75		6,354.14	386,848.13	634,367.15	552,916.68		1,187,283.83	412,135.22	1,599,419.05
	9313	14,070	757	23,856.19	132,889.84				741,380.69	2,864.15	11,000.00	755,244.84	387,840.00	1,143,084.84
	9314	26,251	347	22,050.92	121,279.49			82,058.06	1,238,229.58	11,743.00		1,249,972.58	162,853.00	1,412,825.58
	9315			614.05					5,246.86			5,246.86		5,246.86
	9316	26,290	75	12,584.35	13,713.06				713,155.77	637,544.78		1,350,700.55	60,345.00	1,411,045.55
	9317	3,216	471	1,756.95	1,955.25			7.97	286,232.87			286,232.87	40,348.00	326,580.87
	9318	5,425	1,502	11,419.30	4,851.23			2,125.43	112,017.82			112,017.82	113,448.83	225,466.65
	9319	4,200		509.38				180.86	52,810.02			52,810.02		52,810.02
	9320	0,600	121	10,046.22	5,669.68		3,702.04		31,573.76			31,573.76	12,834.96	44,408.72
	9321	24,249	169	6,641.06	3,078.68				1,061,647.43			1,061,647.43		1,061,647.43

NOTE—Figures in bold face indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

FOURTH DISTRICT (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST -			CONSTRUCTION COST								Value of Construction by Other Agencies	Total by State and Other Agencies
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures									
							1949	1950	Total to Date by Source of Funds							
									State	Federal	County	Total				
	9322						36,083.31	220.60	296,174.43				296,174.43		296,174.43	
	9323	2.290		196.10	420.17				40,268.73				40,268.73		40,268.73	
	9324	6.926	85	4,234.80	530.57				120.67			113,179.15	120.67	113,299.82		
	9325								2,007.22	35,895.83			37,903.05		37,903.05	
	9326						39,559.94		51,490.99				51,490.99		51,490.99	
	9327						15.14	36.55	9,986.95				9,986.95		9,986.95	
	9375						970,983.08	1,324,928.26	1,965,290.78				1,965,290.78		1,965,290.78	
	9399				8,192.46											
Total		271.708	14,250	\$ 364,082.90	\$ 608,292.08	\$4,193,082.98	\$2,246,855.22	\$2,167,147.66	\$14,910,790.35	\$ 1,799,288.48	\$ 50,341.00	\$16,760,419.83	\$ 4,903,002.36	\$21,663,422.19		
	Secondary System															
	9350	4.289		\$	\$	\$	\$	\$ 288,704.03	\$ 307,132.14	\$	\$	\$ 307,132.14	\$	\$ 307,132.14		
	9351		76					17,997.81	17,997.81			17,997.81		17,997.81		
	9352	4.158			4.00			6,058.62	64,517.93			64,517.93		64,517.93		
	9353	0.239	813		2,239.40			40,342.86	40,342.86			40,342.86		40,342.86		
	9354							390.06	390.06			390.06		390.06		
	9355							50,999.82	50,999.82			50,999.82		50,999.82		
	9356							925.93	925.93			925.93		925.93		
	9357	0.720	1,317		1,681.15											
	9358	0.209	201		2.30			450.86	69,189.54			69,189.54		69,189.54		
	9359	10.502	278		982.50			30,523.56	195,946.80			195,946.80		195,946.80		
	9360	2.006			254.71			634.76	42,559.18			42,559.18		42,559.18		
Total		22.123	2,685	\$	\$ 5,164.06	\$ 5,164.06	\$	\$ 437,028.31	\$ 790,002.07	\$	\$	\$ 790,002.07	\$	\$ 790,002.07		
County Total		293.831	16,935	\$ 364,082.90	\$ 613,456.14	\$4,198,247.04	\$2,246,855.22	\$2,904,175.17	\$15,700,792.42	\$ 1,799,288.48	\$ 50,341.00	\$17,550,421.90	\$ 4,903,002.36	\$22,453,424.26		
	Primary System															
St. Lucie	9400			\$	\$ 452.37	\$	\$ 7,669.84	\$ 103,549.33	\$ 116,466.77	\$ 7,086.56	\$	\$ 123,553.33	\$	\$ 123,553.33		
	9401	21.399	501	26,366.29	29,200.29		93,094.74	249,571.67	1,965,155.38	509,769.92	200,000.00	2,674,925.30	169,207.71	2,844,133.01		
	9402						1,014.51		3,116.28			3,116.28		3,116.28		
	9403	25.468	1,004	9,346.93	26,795.32		499.48		426,826.12		76,000.00	502,826.12	296,282.00	799,108.12		
	9404	6.960	77	2,166.48	1,230.45		252.95	7,942.38	23,908.12			23,906.12	105,076.00	128,982.12		
	9405	2.622	2,038	18,013.24	35,667.65			200.32	211,136.41	4,618.33		215,754.74	216,461.32	432,216.06		
	9406	2.445	2,317	16,994.03	16,626.93		77,425.75	129,399.34	281,127.63			281,127.63	25,841.14	306,968.77		
	9407	21.671	633	18,182.07	14,970.16		31,701.81	136,501.24	682,882.31	147,389.37		830,271.68	230,889.41	1,061,161.09		
	9408				1.54		379.41		562.07			562.07		562.07		
	9409			297.15	1,139.69		34,223.10	41,805.99	96,586.59			96,586.59		96,586.59		
	9410	14.121		25,638.47	11,326.04			2,673.99	2,673.99			2,673.99	211,590.16	214,264.15		
	9499				3,274.49											
Total		94.686	6,570	\$ 117,004.66	\$ 140,684.93	\$1,242,733.82	\$ 246,261.59	\$ 671,644.26	\$ 3,810,439.67	\$ 668,864.18	\$ 276,000.00	\$ 4,755,303.85	\$ 1,255,347.74	\$ 6,010,651.59		

	Secondary System 9451 9452			\$	\$	\$	\$	\$ 14,288.25 1,940.58	\$ 14,288.25 1,940.58	\$	\$	\$ 14,288.25 1,940.58	\$	\$ 14,288.25 1,940.58
Total				\$	\$	\$	\$	\$ 16,228.83	\$ 16,228.83	\$	\$	\$ 16,228.83	\$	\$ 16,228.83
County Total		94,686	6,570	\$ 117,004.66	\$ 140,684.93	\$1,242,733.82	\$ 246,261.59	\$ 687,873.09	\$ 3,826,668.50	\$ 668,864.18	\$ 276,000.00	\$ 4,771,532.68	\$ 1,255,347.74	\$ 6,026,880.42
Dade, Broward, Palm Beach	9901			\$	\$	\$	\$	\$ 27,732.79	\$ 57,250.00	\$	\$	\$ 84,982.79	\$	\$ 84,982.79
DISTRICT TOTAL—PRIMARY		1,285,110	170,061	\$1,525,431.15	\$1,972,563.43	\$16,417,206.77	\$5,307,586.14	\$6,508,559.33	\$52,332,614.56	\$14,510,571.38	\$ 660,887.93	\$67,504,073.87	\$34,293,804.00	\$101,797,877.87
DISTRICT TOTAL—SECONDARY		25,581	2,895		9,406.79	9,406.79	2,740.12	1,028,534.34	1,426,494.08			1,426,494.08		1,426,494.08
DISTRICT TOTALS		1,310,691	172,956	\$1,525,431.15	\$1,981,970.22	\$16,426,613.56	\$5,310,326.26	\$7,627,093.67	\$53,759,108.64	\$14,510,571.38	\$ 660,887.93	\$68,930,567.95	\$34,293,804.00	\$103,224,371.95

NOTE—Figures in **bold face** indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

FIFTH DISTRICT

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures				Value of Construction by Other Agencies	Total by State and Other Agencies		
							Total to Date by Source of Funds							
							1949	1950	State	Federal	County	Total		
Brevard	Primary System													
	7000			\$	\$	\$	\$	\$ 15,229.68	\$ 11,084.08	\$	\$ 26,313.76	\$	\$ 26,313.76	
	7001	17.261	1,386	27,173.96	20,508.61		233.91	723,311.39	373,005.80	88,627.02	1,184,944.21	55,368.00	1,240,312.21	
	7002	36.259	684	43,685.77	20,308.07		32.00	1,734,586.85	240,640.97	92,702.22	2,067,930.04	114,328.12	2,182,258.16	
	7003	17.548	116	11,917.46	11,257.40			282,038.78	404,947.37	91,281.12	778,267.27	100,990.00	879,257.27	
	7004							171,924.50			171,924.50		171,924.50	
	7005	18.578	3,552	18,299.08	16,707.46		63.49	1,516,460.06	2,990.00	120,000.00	1,639,450.06	226,615.68	1,866,065.74	
	7006	30.626		8,590.39	21,024.67		328.07	358,546.04			358,546.04	116,766.21	475,312.25	
	7008	4.364		15.95	597.35		5,820.39	26,791.98	9,117.53		35,909.51		35,909.51	
	7009			6,233.71	3,994.20			2,386.33			2,386.33	105,054.00	107,440.33	
	7010	16.281	3,477	52,601.80	35,268.80		12,638.83	989,232.31	509,653.37		1,498,885.68	266,621.00	1,765,506.68	
	7011	8.547	234	2,977.02	2,991.63			326,884.38	2,950.00		329,834.38	153,068.00	482,902.38	
	7012	2.840	8,057	14,181.89	12,957.48		137,012.36	18,604.80	299,353.45		299,353.45	160,017.07	459,370.52	
	7013	4.128	944	22,574.56	17,911.86		38,378.29	218,115.36	314,500.84		314,500.84	40,327.00	354,827.84	
	7014	30.569	899	12,274.51	13,877.15			413,297.46			413,297.46	236,701.00	649,998.46	
	7015	7.392	495	5,343.47	5,273.26			5,735.14			5,735.14	61,484.00	313,047.47	
	7016	17.956	2,026	14,840.88	27,345.68		162,634.36		1,044,587.45	23,883.24	1,068,470.69	247,687.17	1,316,157.86	
	7018	6.685	216	6,628.90	8,349.85				20,274.97	66,568.00	86,842.97	37,445.00	124,287.97	
	7020						48,133.10		57,674.05		57,674.05		57,674.05	
	7021								1,626.64	29,725.70	31,352.34		31,352.34	
	7024								1,243.48	27,087.87	28,331.35		28,331.35	
	7025								981.32	21,160.45	22,141.77		22,141.77	
	7099				3,287.91									
Total		232.814	22,086	\$ 247,339.35	\$ 221,661.38	\$2,902,096.90	\$ 404,742.98	\$ 243,724.58	\$ 8,552,495.43	\$ 1,722,814.38	\$ 392,610.36	\$10,667,920.17	\$ 1,922,472.25	\$12,590,392.42
	Secondary System													
	7051			\$	\$	\$	\$	\$ 213,995.46	\$ 213,995.46	\$	\$	\$ 213,995.46	\$	\$ 213,995.46
	7052							38.11	38.11			38.11		38.11
Total				\$	\$	\$	\$	\$ 214,033.57	\$ 214,033.57	\$	\$	\$ 214,033.57	\$	\$ 214,033.57
County Total		232.814	22,086	\$ 247,339.35	\$ 221,661.38	\$2,902,096.90	\$ 404,742.98	\$ 457,758.15	\$ 8,766,529.00	\$ 1,722,814.38	\$ 392,610.36	\$10,881,953.74	\$ 1,922,472.25	\$12,804,425.99
Citrus	Primary System													
	0200			\$	\$ 9,474.16	\$	\$	\$	\$	\$	\$	\$	\$	\$
	0201	30.057	657	53,095.75	14,443.10		3,435.38	99,263.98	992,254.03	43,657.48	12,760.70	1,048,672.21	434,030.00	1,482,702.21
	0203	25.100	160	13,351.67	8,585.49				770,518.06	138,738.08		909,256.14	173,795.00	1,083,051.14
	0204	6.706	299	3,514.05	3,668.49				116,767.67	167,378.32		284,145.99		284,145.99
	0205	24.014	165	4,866.97	4,044.87		1,270.00	62,601.26	218,430.33	62,589.63		281,019.96	317,201.40	598,221.36
	0206	4.031		1,512.13	398.64				170,376.57			170,376.57	54,197.00	224,573.57
	0207	11.960		4,886.12	3,809.17								157,582.17	157,582.17
	0208						13,242.26	17,474.48	30,716.74			30,716.74		30,716.74
	0209	6.256		835.41	1,717.32				63,806.47			63,806.47	119,588.51	183,394.98

	0210	3,382					70,344.46	126,117.34	196,461.80			196,461.80		196,461.80
	0299					2,177.15								
Total		111,536	1,281	\$ 82,662.10	\$ 48,318.39	\$ 731,420.82	\$ 88,292.10	\$ 305,457.06	\$ 2,559,331.67	\$ 412,363.51	\$ 12,760.70	\$ 2,984,455.88	\$ 1,256,394.08	\$ 4,240,849.96
	Secondary System													
	0251			\$	\$	\$	\$	\$ 123,301.37	\$ 123,301.37	\$	\$	\$ 123,301.37	\$	\$ 123,301.37
	0252	2,295					2,824.84	68,564.06	71,388.10			71,388.90		71,388.90
	0253	6,160	24		1,394.49									
	0254	11,837			329.97		50.69	174,955.63	183,615.61			183,615.61		183,615.61
	0255	3,470			264.35									
	0256	3,260			1,275.81									
	0257						6.15	6.95				6.95		6.95
Total		27,022	24	\$	\$ 3,264.62	\$ 3,264.62	\$ 2,875.53	\$ 366,828.01	\$ 378,312.83	\$	\$	\$ 378,312.83	\$	\$ 378,312.83
County Total		138,558	1,305	\$ 82,662.10	\$ 51,583.01	\$ 734,685.44	\$ 91,167.63	\$ 672,285.07	\$ 2,937,644.50	\$ 412,363.51	\$ 12,760.70	\$ 3,362,768.71	\$ 1,256,394.08	\$ 4,619,162.79
	Primary System													
Flagler	7301	23,679	620	\$ 31,430.43	\$ 12,391.78	\$	\$ 23,753.20	\$	\$ 1,135,761.73	\$ 387,978.26	\$ 34,474.89	\$ 1,558,214.88	\$	\$ 1,558,214.88
	7302	8,166	33	4,596.12	15,660.49		16,674.14	294,243.16	511,252.32	252,557.38		763,809.70		763,809.70
	7303	18,969		8,367.34	4,184.47		649.64	10,953.50	44,035.30			44,025.30	33,122.00	77,657.30
	7304	17,697	666	6,296.18	5,788.92				288,129.21	596,943.62		885,073.13	144,269.00	1,029,342.13
	7305	15,489	831	8,935.24	8,638.92				697,545.47			697,545.47	103,488.00	801,033.47
	7306						4,403.49	20,844.62	25,248.11			25,248.11		25,248.11
	7307			1,425.79	2,465.43									
	7375						392,878.28	1,778.96	420,176.84			420,976.84		420,976.84
	7399				1,362.18									
Total		84,000	2,150	\$ 61,051.10	\$ 50,492.19	\$ 746,727.92	\$ 438,358.75	\$ 327,820.24	\$ 3,122,948.98	\$ 1,237,479.56	\$ 34,474.89	\$ 4,394,903.43	\$ 281,379.00	\$ 4,676,282.43
	Secondary System													
	7351			\$	\$	\$	\$	\$ 4,355.98	\$ 4,355.98	\$	\$	\$ 4,355.98	\$	\$ 4,355.98
	7352	10,397	936		351.85									
Total		10,397	936	\$	\$ 351.85	\$ 351.85	\$	\$ 4,355.98	\$ 4,355.98	\$	\$	\$ 4,355.98	\$	\$ 4,355.98
County Total		94,397	3,086	\$ 61,051.10	\$ 50,844.04	\$ 747,079.77	\$ 438,358.75	\$ 332,176.22	\$ 3,127,304.96	\$ 1,237,479.56	\$ 34,474.89	\$ 4,399,259.41	\$ 281,379.00	\$ 4,680,638.41
	Primary System													
Lake	1100			\$	\$.75	\$	\$	\$	\$ 13,036.03	\$ 77,149.00	\$	\$ 90,185.03	\$	\$ 90,185.03
	1101	21,823	861	15,700.67	15,153.33		17,930.62	205,358.23	843,768.79	470,999.41	294,395.00	1,609,163.20	164,546.00	1,773,709.20
	1102	29,665	225	9,504.36	14,342.07		2,137.97	893.07	506,217.78		448,563.25	954,781.03	8,563.00	963,344.03
	1103	1,712		1.08				2,608.62	2,608.62			2,608.62	17,690.30	20,298.92
	1104	14,693	43	8,677.07	7,663.98		3,233.44		537,447.36	291,131.16	223,784.83	1,052,363.35		1,052,363.35
	1105	14,715	494	19,450.87	8,630.44		63,788.99		423,809.58		133,615.17	557,424.75		557,424.75
	1106	16,288	7,842	28,144.88	15,880.41			649,274.81				649,274.81	303,821.00	953,095.81
	1107	17,823	136	7,685.60	8,809.63		5,379.87	55,169.46	126,631.47			126,631.47	675,228.00	801,859.47
	1108	.592	3,130				25,360.22	639,787.93	665,148.15			665,148.15		665,148.15
	1109	34,575	299	48,564.82	49,158.63			14.00	55,353.92			55,353.92	917,900.00	973,253.92
	1110	23,610	336	5,304.24	7,701.40				59,329.41			59,329.41	619,584.69	678,914.10
	1111	24,716	483	12,960.11	18,792.00				7,537.28			7,537.28	570,348.40	577,885.68
	1112	5,417	89	2,944.34	520.33			6,658.71	6,658.71			6,658.71	86,052.17	92,710.88
	1113	13,710		3,833.71	7,364.93				8,355.34	2,419.52		10,774.86	223,103.00	233,877.86
	1114	8,093	481	20,725.42	8,467.07				77,917.00			77,917.00	235,243.00	313,160.00
	1115	5,488		887.40	1,144.57								118,777.00	118,777.00
	1116	19,238	32	2,862.75	10,736.73								442,640.00	442,640.00
	1117	12,490	100	3,736.67	2,645.04				498,564.33			498,564.33	33,161.00	531,725.33

NOTE—Figures in **boldface type** indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

FIFTH DISTRICT (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST								Value of Construction by Other Agencies	Total by State and Other Agencies
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures									
							1949	1950	Total to Date by Source of Funds							
									State	Federal	County	Total				
	1118	13.730		5,397.71	5,785.31	29,462.10	22,012.81	53,047.70			53,047.70	186,473.00	239,520.70			
	1119					6,673.94	106,605.55	99,713.83	29,240.96		128,954.79		128,954.79			
	1120	24.358	650	22,801.17	7,566.87	21,717.92	564,839.06	960,078.03	912,308.13		1,872,386.16		1,872,386.16			
	1121	1.007					23,893.70	23,893.70			23,893.70		23,893.70			
	1199				3,307.28											
Total		303.743	15,201	\$ 219,188.87	\$ 193,870.77	\$1,965,427.51	\$ 175,685.07	\$1,621,182.43	\$ 5,618,391.84	\$ 1,783,248.18	\$ 1,100,358.25	\$ 8,501,998.27	\$ 4,603,130.56	\$13,105,128.83		
	Secondary System															
	1151			\$	\$	\$	\$	\$ 1,686.99	\$ 1,686.99	\$	\$	\$ 1,686.99	\$	\$ 1,686.99		
	1152							107,785.27	107,785.27			107,785.27		107,785.27		
Total				\$	\$	\$	\$	\$ 109,472.26	\$ 109,472.26	\$	\$	\$ 109,472.26	\$	\$ 109,472.26		
County Total		303.743	15,201	\$ 219,188.87	\$ 193,870.77	\$1,965,427.51	\$ 175,685.07	\$1,730,654.69	\$ 5,727,864.10	\$ 1,783,248.18	\$ 1,100,358.25	\$ 8,611,470.53	\$ 4,603,130.56	\$13,214,601.09		
Marion	Primary System															
	3600			\$	\$	\$	\$	\$ 325,765.85	\$ 331,391.81	\$	\$	\$ 331,391.81	\$	\$ 331,391.81		
	3601	25.548		35,855.22	11,945.38	14,211.85	208,450.49	602,342.52		29,569.09	631,941.61	332,072.00	964,013.61			
	3602	18.488	208		2,023.26	9,209.97	320,460.21	202,094.61	136,346.40		338,441.01		338,441.01			
	3603	22.440	123	20,471.41	15,605.16	8,757.74	311,865.64	1,034,115.13	171,572.57	25,617.40	1,231,306.10	206,992.88	1,438,297.98			
	3604	16.580		4,850.40	7,808.90			245,028.17			245,028.17		245,028.17			
	3605	7.104		12,664.54	2,588.55			114,778.09			114,778.09	64,556.00	179,334.09			
	3606	11.928	117	3,113.89	5,141.14			255,990.76	69,420.00		325,410.76	65,442.00	390,852.76			
	3607	21.774		21,753.52	23,368.52			179,726.82			179,726.82	284,444.00	464,170.82			
	3608	31.934	273	26,711.67	17,557.14			94,228.55			94,228.55	693,322.00	787,550.55			
	3609						5,601.41	3,242.72	8,844.13		8,844.13		8,844.13			
	3610	18.565	322	8,289.67	8,115.22			141,801.42	530,303.58		672,105.00	38,276.00	710,381.00			
	3611	19.360	16	7,417.98	4,276.91			12,290.71			12,290.71	311,799.00	324,089.71			
	3612							10,159.83			10,159.83		10,159.83			
	3613	24.510	227	3,781.40	8,247.43			35,653.35	4,459.23		40,112.58	384,014.62	424,127.20			
	3614	19.562	92	3,017.91	2,576.40			37,609.59			37,609.59	380,893.64	418,503.23			
	3615	16.685	164	5,099.63	8,849.85			176,021.08	3,203.03		179,224.11	233,550.00	412,774.11			
	3616	7.301		190.00	496.69						117,368.00		117,368.00			
	3617	13.928		3,697.90	3,574.77						212,024.00		212,024.00			
	3618	13.803		1,436.14	799.21						205,735.00		205,735.00			
	3619	20.556	234	12,182.90	6,339.19			57,226.66			57,226.66	335,893.00	393,119.66			
	3620	4.550	119	5,946.33	3,363.88			13,772.55	48,278.00		62,050.55	14,858.00	76,908.55			
	3621			3.58	400.22		4,287.43	42,874.07	71,486.76		71,486.76		71,486.76			
	3699				3,187.18											
Total		314.616	1,895	\$ 176,484.09	\$ 136,265.00	\$2,015,616.12	\$ 42,068.40	\$1,226,805.55	\$ 3,624,562.54	\$ 963,582.81	\$ 55,216.49	\$ 4,643,361.84	\$ 4,127,213.14	\$ 8,770,574.98		

	Secondary System													
	3650			\$	\$	\$	\$	\$ 3,688.44	\$ 3,688.44	\$	\$	\$ 3,688.44	\$	\$ 3,688.44
	3651							2,897.58	2,897.58			2,897.58		2,897.58
Total				\$	\$	\$	\$	6,586.02	6,586.02	\$	\$	6,586.02	\$	6,586.02
County Total		314.616	1,895	\$ 176,484.09	\$ 136,265.00	\$2,015,616.12	\$ 42,068.40	\$1,233,391.57	\$ 3,631,148.56	\$ 963,582.81	\$ 55,216.49	\$ 4,649,947.86	\$ 4,127,213.14	\$ 8,777,161.00
Orange	Primary System													
	7500			\$	\$	\$	\$	\$	4,941.30	\$ 35,584.65	\$	\$ 40,525.95	\$	\$ 40,525.95
	7501	14.201	30	17,443.88	15,756.85				515,205.82	395,670.60	1,250.00	912,126.42		912,126.42
	7502	23.159	175	24,541.80	20,210.92				1,287,890.60	634,517.98	7,834.02	1,930,242.60	33,244.00	1,963,486.60
	7503	8.631	184	6,481.94	6,785.65				488,414.42	602,243.67		1,090,658.09	161,747.52	1,252,405.61
	7504	18.087	61	4,287.14	2,366.65		1,923.75	40,266.31	196,591.98	7,436.27		204,028.25	615,573.73	819,601.98
	7505	8.652		25,734.22	9,538.61		53,827.99	226,555.11	1,175,891.17	164,452.65		1,340,343.82	758,655.00	2,098,998.82
	7506	29.049	1,789	20,301.54	13,337.73		60,279.28	18,002.14	1,016,079.90	887,400.44		1,903,480.34	1,201,708.00	3,105,188.34
	7507	8.604		1,580.20	3,859.82								140,044.47	140,044.47
	7508	18.879	70	2,481.57	7,198.95			30,143.08	145,037.31			145,037.31	465,813.00	610,860.31
	7509	4.580		543.95	558.77				45,826.95			45,826.95	157,884.18	203,711.13
	7510	3.804		400.00	606.84		31.70		6,011.81		1,801.50		7,813.31	113,469.00
	7511	16.476	108	6,400.05	15,923.42									356,170.00
	7512	2.416		382.21	485.34		596.96		16,326.00			16,326.00	39,084.00	55,410.00
	7513	1.243		177.18	12.63				576.81		33,967.11		34,543.92	34,543.92
	7514	5.130		1,361.27			173,010.90		202,805.06			202,805.06	202,805.06	202,805.06
	7515								294.75		10,260.55		10,555.30	10,555.30
	7516	14.135	470	3,812.77	3,011.62									228,786.38
	7517	2.364		802.28	206.07		437.40		5,546.28				5,546.28	37,283.73
	7518	10.130		2,003.60	5,639.30		29,120.01		143,019.31				143,019.31	143,019.31
7519	0.738		476.25	65.83				48,922.12				48,922.12	48,922.12	
7520	9.400	193	8,109.83	5,728.77									139,458.99	
7521			3.59											
7522	0.613						405.85	27,132.80	27,538.65			27,538.65		
7523	17.991			1,321.28										
7599				4,333.62										
Total		218.282	3,080	\$ 127,325.27	\$ 116,948.57	\$1,147,117.75	\$ 319,633.84	\$ 342,099.44	\$ 5,326,920.24	\$ 2,773,335.42	\$ 9,084.02	\$ 8,109,339.68	\$ 4,448,922.00	\$12,558,261.68
	Secondary System													
	7552			\$	\$	\$	\$	\$ 100,727.81	\$ 100,727.81	\$	\$	\$ 100,727.81	\$	\$ 100,727.81
	7554							52,409.02	42,816.43	9,592.59		52,409.02		52,409.02
	7555							1,155.84	1,155.84			1,155.84		1,155.84
Total			\$	\$	\$	\$	\$ 154,292.67	\$ 144,700.08	\$ 9,592.59	\$	\$ 154,292.67	\$	\$ 154,292.67	
County Total		218.282	3,080	\$ 127,325.27	\$ 116,948.57	\$1,147,117.75	\$ 319,633.84	\$ 496,392.11	\$ 5,471,620.32	\$ 2,782,928.01	\$ 9,084.02	\$ 8,263,632.35	\$ 4,448,922.00	\$12,712,554.35
Oceola	Primary System													
	9200			\$	\$	\$	\$	\$	10,283.21	\$	\$	\$ 10,283.21	\$	\$ 10,283.21
	9201	14.678	1,089	11,202.63	22,440.08				853,305.55	406,891.39	15,783.38	1,275,980.32	172,976.13	1,448,956.45
	9202			357.72	522.39				29,567.00			29,567.00	37,139.00	66,706.00
	9203	38.141	795	13,006.75	12,178.88		12.10	109,583.07	727,975.68	566,092.03	275,000.00	1,569,067.71	397,497.57	1,966,565.28
	9204						7,330.20		84,629.14			84,629.14		84,629.14
	9205	7.397	215	1,803.63	2,027.86				224,421.94	96,336.11		320,758.05	127,782.00	448,540.05
	9206	38.100	950	8,585.41	10,033.53				990,449.50	40,388.25		1,030,837.75	548,672.00	1,579,509.75
	9207	22.161	3,259	40,538.95	41,867.57				653,151.59			653,151.59	375,170.00	1,028,321.59
	9208								1,499.28		31,394.94		32,894.22	32,894.22
	9209						5,295.42		85,800.94			85,800.94		85,800.94
	9211						87,080.82	1,570.78	88,651.60			88,651.60		88,651.60

NOTE—Figures in boldface type indicate credits.

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

FIFTH DISTRICT (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST								
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures							Value of Construction by Other Agencies	Total by State and Other Agencies
							1949	1950	Total to Date by Source of Funds						
									State	Federal	County	Total			
Total	9299				2,014.78										
		123.191	6,308	\$ 75,495.09	\$ 91,085.09	\$ 710,306.62	\$ 99,718.54	\$ 111,153.85	\$ 3,749,735.43	\$ 1,141,102.72	\$ 290,783.38	\$ 5,181,621.53	\$ 1,659,236.70	\$ 6,840,858.23	
	Secondary System														
	9250			\$	\$	\$	\$ 870.65	\$ 104,062.05	\$ 77,533.02	\$ 27,399.68	\$	\$ 104,932.70		\$ 104,932.70	
	9251							258.24	258.24			258.24		258.24	
	9252							1,650.15	1,650.15			1,650.15		1,650.15	
	9253	7.593			24.40										
Total		7.593		\$	\$ 24.40	\$ 24.40	\$ 870.65	\$ 105,970.44	\$ 79,441.41	\$ 27,399.68	\$	\$ 106,841.09	\$	\$ 106,841.09	
County Total		130.784	6,308	\$ 75,495.09	\$ 91,109.49	\$ 710,331.02	\$ 100,589.19	\$ 217,124.29	\$ 3,829,176.84	\$ 1,168,502.40	\$ 290,783.38	\$ 5,288,462.62	\$ 1,659,236.70	\$ 6,947,699.32	
Putnam	Primary System														
	7600			\$	\$	\$	\$	\$	\$ 40,561.26	\$	\$	\$ 40,561.26	\$	\$ 40,561.26	
	7601	30.691	3,209	61,188.91	27,604.18		98,722.77	167,541.49	1,679,783.45	387,649.61	143,543.42	2,210,976.48	761,424.48	2,972,400.96	
	7602						9,879.27	2,849.26	12,728.53			12,728.53		12,728.53	
	7603	13.443	593	25,042.11	33,479.41				561,882.15	95,473.40		657,355.55	83,319.36	740,674.91	
	7604	6.185		4,548.03	5,410.82				33,658.42	202,871.16		236,529.58		236,529.58	
	7605	26.383	262	16,164.37	13,238.28				17,866.86	404,892.36	481,250.00	904,009.22	104,505.00	1,008,514.22	
	7606	7.111	137	14,000.22	11,844.17		4,751.05	124,145.08	135,737.82	47,708.13		183,445.95	89,922.00	273,367.95	
	7607	7.810	57	3,241.25	2,158.98				10,749.46			10,749.46	50,735.00	61,484.46	
	7608	5.740		361.45	4,681.12								5,981.00	5,981.00	
	7609	2.167		192.18	476.54							85,292.51		85,292.51	
	7610								14,927.53			14,927.53		14,927.53	
	7611	21.470	717	15,319.22	18,869.39				350,859.81		148,100.81	498,960.62	74,814.00	573,774.62	
	7609				2,808.25										
	Total		121.000	4,975	\$ 140,057.74	\$ 120,571.14	\$ 1,931,109.43	\$ 113,353.09	\$ 294,535.83	\$ 2,944,047.80	\$ 1,138,594.66	\$ 772,894.23	\$ 4,855,536.69	\$ 1,170,700.84	\$ 6,026,237.53
Total	Secondary System														
	7651	5.360		\$	\$	\$	\$	\$ 4,995.88	\$ 4,995.88	\$	\$	\$ 4,995.88	\$	\$ 4,995.88	
	7652	2.805						2,503.94	2,503.94			2,503.94		2,503.94	
	7653	7.617						8,532.15	8,532.15			8,532.15		8,532.15	
	7654	4.923						5,088.03	5,088.03			5,088.03		5,088.03	
	7655							5,876.95	5,876.95			5,876.95		5,876.95	
	7656	2.640													
Total		23.345	\$	\$	\$	\$	\$ 26,996.95	\$ 26,996.95	\$	\$	\$ 26,996.95	\$	\$ 26,996.95		
County Total		144.345	4,975	\$ 140,057.74	\$ 120,571.14	\$ 1,931,109.43	\$ 113,353.09	\$ 321,532.78	\$ 2,971,044.75	\$ 1,138,594.66	\$ 772,894.23	\$ 4,882,533.64	\$ 1,170,700.84	\$ 6,053,234.48	

NOTE—Figures in **boldface type** indicate credits

**STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY SECTIONS
WITH COUNTY AND DISTRICT SUMMARIES
AS OF DECEMBER 31, 1950**

FIFTH DISTRICT (Continued)

COUNTY	Section Number	Maintained Length		MAINTENANCE COST			CONSTRUCTION COST							
		Total Miles	Bridge Feet Incl.	1949	1950	Total to Date	State Expenditures						Value of Construction by Other Agencies	Total by State and Other Agencies
							1949	1950	Total to Date by Source of Funds					
									State	Federal	County	Total		
	1805	3.320	45	1,961.55	1,350.57				137,293.51			137,293.51	60,364.00	197,657.51
	1806	24.075	442	12,769.64	10,801.88		61,777.29	98,768.64	383,125.62	55,609.20		438,734.82	435,938.76	874,673.58
	1807	17.833	556	9,719.62	16,972.80		114,867.07	1,007.96	269,309.13	19,007.09		288,316.22	336,503.00	624,819.22
	1808			205.75	78.79				4,153.05			38,848.53		38,848.53
	1809	7.741					40,857.90	63,320.25	104,178.15			104,178.15		104,178.15
	1810				16,160.32		2,254.35	196,527.23	198,781.58			198,781.58		198,781.58
	1899				2,325.25									
Total		113.234	1,956	\$ 51,960.09	\$ 72,934.79	\$ 596,432.80	\$ 232,094.40	\$ 547,097.44	\$ 2,413,070.44	\$ 366,498.84	\$	\$ 2,779,569.28	\$ 1,766,868.23	\$ 4,546,437.51
	Secondary System													
	1851			\$	\$	\$	\$	\$ 158,877.02	\$ 158,877.02	\$	\$	\$ 158,877.02	\$	\$ 158,877.02
	1852	4.953												
	1853							5.14	5.14			5.14		5.14
Total		4.953		\$	\$	\$	\$	\$ 158,882.16	\$ 158,882.16	\$	\$	\$ 158,882.16	\$	\$ 158,882.16
County Total		118.187	1,956	\$ 51,960.09	\$ 72,934.79	\$ 596,432.80	\$ 232,094.40	\$ 705,979.60	\$ 2,571,952.60	\$ 366,498.84	\$	\$ 2,938,451.44	\$ 1,766,868.23	\$ 4,705,319.67
	Primary System													
Volusia	7900			\$ 77.49	\$	\$	\$ 571.20	\$ 10.48	\$ 220,401.39	\$	\$	\$ 220,401.39	\$	\$ 220,401.39
	7901	32.927	1,435	41,664.11	23,270.71		133,604.77	228.80	1,532,022.09	548,848.78	345,537.50	2,426,408.37	421,938.97	2,848,347.34
	7902	0.087			39.92		10,469.87	11,823.09	13,523.62	8,769.34		22,292.96	2,878.52	25,171.48
	7903	12.800	340	6,253.88	11,491.73		14,048.60	133,221.40	553,729.83	451,284.30		1,005,014.13	307,860.17	1,312,874.30
	7904	15.168		8,554.31	14,285.05		172,311.75	118,887.36	910,665.11	187,366.37	10,000.00	1,108,031.48	148,884.00	1,256,915.48
	7905	25.873	175	10,266.67	9,933.49			235.47	1,034,048.39	153,233.47	135,005.25	1,322,287.11	5,913.00	1,328,200.11
	7906	20.797	443	16,011.21	19,255.72			22,848.21	1,199,283.06	1,073,073.19		2,272,356.25	707,985.83	2,980,342.08
	7907	31.195	444	9,389.17	10,505.97		15,402.11	251,358.45	300,043.11	212,474.16		512,517.27	835,094.67	1,347,611.94
	7908	16.926	1,807	14,277.08	28,294.90		45,934.01	47,231.40	1,738,793.99			1,738,793.99	630,233.36	2,369,027.35
	7909	14.987	92	24,726.16	19,240.31		17,530.19	4,666.37	31,990.78			31,990.78	345,270.00	377,260.78
	7910	6.436	64	2,960.87	733.05				58,199.02	149,142.45		207,341.47	91,368.00	298,709.47
	7912	21.811	988	13,961.27	7,309.98				204,047.86			204,047.86	441,192.00	645,239.86
	7913	2.022	1,200	14,054.20	33,032.56			1,542.33	21,073.26			21,073.26	91,062.56	112,135.82
	7914	5.435	1,495	12,575.03	3,573.24				271,066.98			271,066.98		271,066.98
	7915	1.440	1,920	12,506.96	11,303.83				88.39			88.39	205,842.39	205,930.78
	7916							64.96	64.96			64.96		64.96
	7999				5,414.92									
	9903						369,543.90	433,802.82	1,743,862.32	16,589.40		1,760,451.72		1,760,451.72
Total		207.904	10,403	\$ 187,278.41	\$ 197,685.38	\$ 2,404,205.40	\$ 779,416.40	\$ 1,025,921.14	\$ 9,832,904.16	\$ 2,800,781.46	\$ 490,542.75	\$ 13,124,228.37	\$ 4,235,523.47	\$ 17,359,751.84
	Secondary System													
	7951			\$	\$	\$	\$	\$ 1,079.00	\$ 1,079.00	\$	\$	\$ 1,079.00	\$	\$ 1,079.00
	7952							431.29	431.29			431.29		431.29

Total			\$	\$	\$	\$	\$ 1,510.29	\$ 1,510.29	\$	\$	\$ 1,510.29	\$	\$ 1,510.29
County Total	207,904	10,403	\$ 187,278.41	\$ 197,685.38	\$2,404,205.40	\$ 779,416.40	1,027,431.43	\$ 9,834,414.45	\$ 2,800,781.46	\$ 490,542.75	\$13,125,738.66	\$ 4,235,523.47	\$17,361,262.13
DISTRICT TOTAL—PRIMARY.....	2,098,253	98,670	\$1,691,157.32	\$1,537,223.50	\$18,920,401.35	\$2,974,455.22	\$6,701,425.20	\$56,338,843.54	\$15,706,388.79	\$ 3,175,922.13	\$75,221,154.46	\$30,161,479.93	\$105,382,634.39
DISTRICT TOTAL—SECONDARY.....	73,310	960		3,640.87	3,640.87	3,746.18	1,171,075.09	1,146,438.29	36,992.27		1,183,430.56		1,183,430.56
DISTRICT TOTAL	2,171,563	99,630	\$1,691,157.32	\$1,540,864.37	\$18,924,042.22	\$2,978,201.40	\$7,872,500.29	\$57,485,281.83	\$15,743,381.06	\$ 3,175,922.13	\$76,404,585.02	\$30,161,479.93	\$106,566,064.95

SUMMARY — ALL DISTRICTS

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NOTE—Figures in **boldface type** indicate credits.

STATEMENT SHOWING MAINTENANCE EXPENDITURE BY COUNTIES AND CLASSIFICATION FOR 1949

FIRST DISTRICT

County	Maintained Length		Routine							Periodic					Total Cost 1949	Total Cost to Date
	Road Miles	Bridge Feet	Surface Base and Subgrade	Structures	Roadside	Traffic	General	Total	Structure Operation	Surface Base and Subgrade	Structures	Roadside	General	Extra-ordinary		
Charlotte	79,247	9,058	\$ 8,138.37	\$10,768.85	\$ 17,014.89	\$ 1,016.47	\$ 9,953.54	\$ 46,892.12	\$ 3,616.53		\$ 21.48				\$ 50,530.13	\$ 734,522.41
De Soto	80,416	3,895	10,328.08	10,636.72	17,882.61	1,907.36	10,421.93	51,176.70							51,176.70	701,275.36
Glades	98,314	5,222	14,604.05	5,835.88	47,726.48	2,709.62	17,282.43	88,168.46	1,605.08			124.02		55.39	89,942.95	904,931.22
Hardee	63,614	2,310	6,610.92	4,573.97	29,056.19	1,165.10	10,288.04	51,694.22		298.23	9,305.72	1,148.69	1,233.54		63,680.40	445,629.69
Hendry	84,027	2,353	9,870.54	6,308.42	27,504.72	1,747.36	10,271.80	52,208.12	1,456.04					13.10	53,743.62	571,865.49
Hernando	79,415	1,152	19,330.45	315.97	29,557.65	1,066.67	11,905.88	62,176.62				24.00			130.16	62,843.98
Highlands	102,376	5,784	7,012.26	10,023.09	53,959.37	159.98	17,447.60	88,602.30		984.27					92,777.37	1,024,851.86
Hillsborough	121,449	27,911	17,208.62	16,204.94	90,211.48	7,794.62	30,558.00	132,037.66		143.38	12				190,740.28	1,888,840.07
Lee	105,008	8,504	7,519.00	6,170.94	60,342.27	6,990.06	20,449.24	101,471.51		5,849.93	2,396.27				794.04	1,090,884.54
Manatee	134,439	8,706	10,522.41	12,225.70	40,603.51	4,892.47	18,270.98	86,515.07	5,028.34						529.16	92,072.57
Pasco	150,571	2,477	28,761.44	5,865.83	54,088.45	632.42	20,751.36	110,099.50	440.31			12.00			681.92	111,233.73
Pinellas	142,888	10,928	13,443.48	8,014.91	34,080.52	3,182.57	15,929.30	74,550.78	6,523.45			137.80			150.86	81,462.89
Polk	346,484	7,722	29,611.39	10,707.32	123,471.52	10,429.83	41,168.80	215,388.86		2,329.86				463.98	201.63	218,384.33
Sarasota	128,731	10,991	7,374.25	12,831.24	45,573.60	1,505.37	17,789.78	85,074.24	8,877.41		20,048.59			5,502.97	119,504.71	1,068,668.49
District Totals	1,836,979	107,613	\$190,395.26	\$120,483.78	\$ 641,073.26	\$41,705.18	\$252,488.68	\$1,246,146.16	\$48,717.48	\$ 5,776.13	\$57,359.17	\$ 1,754.38	\$14,495.37	\$14,302.39	\$1,388,551.08	\$13,795,312.67

SECOND DISTRICT

Alachua	255,244	3,720	\$24,814.18	\$ 1,235.15	\$ 82,679.67	\$ 8,366.83	\$25,365.66	\$ 142,461.49		\$ 2,609.12		\$ 9.75	\$ 653.80	\$ 920.43	\$ 146,654.59	\$ 1,530,359.53
Baker	55,721	1,677	1,681.47	194.01	21,676.61	1,439.42	5,578.81	30,470.32						35.13	30,505.45	443,718.37
Bradford	99,441	2,523	6,378.56	2,003.74	17,139.11	1,526.37	5,670.86	32,718.64		24.06					32,742.70	489,837.92
Clay	134,356	6,536	8,242.83	4,665.57	33,908.40	2,739.44	12,350.07	61,906.31	4,625.05	12.02					66,543.38	1,095,374.80
Columbia	142,414	2,121	15,515.91	1,377.77	37,950.39	3,921.69	12,564.33	70,890.60		10,633.53				916.30	82,821.69	809,294.95
Duval	59,363	9,060	9,793.06	15,359.09	39,802.55	666.49	14,981.69	80,603.74							2,973.00	83,576.74
Dixie	216,194	20,669	21,922.99	65,574.63	87,028.83	14,610.77	50,775.14	239,912.36	41,296.35	24,510.71	108,437.34			31,580.59	446,997.35	2,820,290.96
Gilchrist	60,606	580	3,126.31	237.30	11,071.66	2,614.14	3,575.57	20,624.98						10.50	20,635.48	235,377.81
Hamilton	82,871	1,799	7,614.57	8,250.25	19,267.82	2,873.94	8,361.21	46,267.79						165.15	46,432.94	637,180.34
Lafayette	72,662	3,496	1,407.57	9,393.22	19,786.87	2,604.15	8,209.40	41,401.21						9,326.84	50,728.05	306,672.66
Levy	176,379	4,005	12,222.54	8,225.53	52,427.48	2,990.06	15,592.32	91,457.93		9,469.58				2,364.08	103,291.59	1,027,921.03
Madison	112,313	3,200	4,614.85	10,333.25	30,457.45	3,648.92	11,028.05	60,682.52						315.41	60,997.93	921,276.03
Nassau	90,981	3,976	17,365.96	3,617.11	33,464.24	1,987.59	14,667.96	71,042.80	5,804.98	9,154.77				2,080.35	88,082.96	1,168,380.42
Sebastian	102,414	839	5,744.12	1,654.36	26,005.13	3,710.06	8,090.32	45,203.99		5,046.94				519.16	50,575.24	684,743.00
Taylor	123,384	3,663	6,180.01	13,389.82	33,348.19	2,932.77	12,170.14	68,029.93						11.00	68,040.93	522,212.48
Union	64,070	2,927	3,703.25	2,423.88	20,000.68	1,393.03	5,112.43	32,633.27							32,633.27	344,950.92
District Totals	1,848,412	64,727	\$150,138.04	\$147,934.68	\$ 565,955.08	\$57,586.07	\$214,694.16	\$1,136,308.03	\$51,726.38	\$61,460.73	\$108,437.34	\$ 9.75	\$38,114.28	\$16,203.78	\$1,412,260.29	\$13,242,992.60

THIRD DISTRICT

Bay	144,114	16,882	\$17,874.84	\$36,345.03	\$ 51,826.27	\$ 7,507.21	\$22,509.65	\$ 136,123.90	\$ 9,993.14					\$ 2,597.06	\$ 148,714.10	\$ 1,894,895.82
Calhoun	93,393	12,495	18,175.60	10,406.97	25,101.83	1,697.42	10,639.08	65,520.90		3,287.38	380.27			42.44	69,748.07	680,467.74
Escambia	172,124	27,966	24,533.29	25,961.03	57,985.94	7,153.76	22,181.56	137,815.58	7,721.07	366.06		17,946.17	1,743.54	91.49	165,683.91	1,722,244.45
Franklin	97,257	23,950	4,055.09	75,652.87	15,322.93	195.55	19,818.78	115,045.22	4,736.19	9,541.05	14,100.35	16,505.41	8,332.36		168,290.58	1,449,073.88
Gadsden	130,103	6,142	11,196.57	464.91	32,914.80	2,831.64	9,005.09	56,413.01		41,429.23				1,220.29	108,288.95	827,685.99
Gulf	86,292	2,131	6,499.40	20,635.55	17,344.29	2,150.25	11,673.43	58,300.92		12,582.73					111,014.83	1,061,015.61
Holmes	121,124	6,220	22,824.24	7,514.17	24,223.62	2,995.53	12,000.04	69,556.50				32,149.66	6,718.14		967.33	78,836.02
Jackson	217,264	11,008	29,983.00	19,911.47	60,172.60	2,949.41	25,745.03	138,761.51				84.25			163,638.07	1,676,524.07
Jefferson	103,450	3,129	8,339.78	2,920.55	21,309.63	4,762.05	8,644.29	45,976.30		6,638.50				1,363.26	50,888.95	64,867.01
Leon	141,789	2,840	12,782.07	3,855.22	54,247.22	2,959.10	15,844.85	89,688.46				1,839.99	380.98	9,008.24	100,917.67	1,247,362.87
Liberty	88,040	3,313	7,651.78	1,628.12	11,074.39	38.15	3,799.76	25,092.20						152.65	11,226.04	393,559.35
Ocala	161,914	15,796	19,556.42	8,987.49	53,321.63	6,022.63	17,451.21	105,339.38	3,156.67	322.81				124.61	107,044.40	1,784,113.00
Santa Rosa	197,377	16,839	9,132.43	18,639.84	33,891.90	5,943.46	12,915.43	79,023.03	2,190.78	428.79	5,972.16			1,327.24	88,535.00	1,229,583.10
Wakulla	75,240	1,615	860.18	1,244.83	8,770.64	1,291.25	1,091.93	13,093.17		6,754.80					21,848.00	21,848.00
Walton	165,995	17,888	16,110.01	18,766.63	38,889.97	8,113.42	17,178.86	97,058.80	3,100.66	3,427.07	25,950.14				1,769.75	1,833,588.42
Washington	112,611	7,429	14,845.62	21,108.00	24,538.36	1,590.39	11,890.01	73,972.47		161.71		26,659.32	5,553.53		106,347.03	742,610.71
District Totals	2,138,087	175,653	\$224,450.32	\$274,041.67	\$ 531,835.92	\$57,010.56	\$220,657.97	\$1,307,996.44	\$46,183.29	\$72,653.45	\$46,402.92	\$96,101.33	\$34,945.03	\$68,047.14	\$1,672,329.60	\$18,614,817.20

FOURTH DISTRICT

County	Maintained Length		Routine							Periodic				Extra-ordinary	Total Cost 1949	Total Cost to Date
	Road Miles	Bridge Feet	Surface Base and Subgrade	Structures	Roadside	Traffic	General	Total	Structure Operation	Surface Base and Subgrade	Structures	Roadside	General			
Broward.....	140.945	2,986	\$13,612.21	\$36,790.26	\$ 44,180.53	\$ 8,937.50	\$22,887.16	\$ 126,407.66	\$23,539.63	\$.....	\$15,329.75	\$.....	\$ 3,148.10	\$ 3,086.97	\$ 171,512.11	\$ 1,359,131.86
Collier.....	147.690	11,091	6,458.97	19,063.22	32,875.31	2,779.60	12,010.86	73,787.96	1,447.15	10.27	.....	.....	.....	2,830.08	78,075.46	1,207,092.99
Dade.....	205.460	12,921	12,234.50	55,495.43	31,670.14	8,451.07	29,074.75	136,925.89	49,873.48	.....	21.50	.....	.....	672.86	187,493.73	2,236,644.05
Indian River.....	74.463	10,675	7,908.98	34,020.36	48,579.06	2,065.98	17,706.97	110,311.35	3,445.38	33,623.61	.....	.....	6,963.21	189.81	154,473.36	916,621.84
Martin.....	116.755	6,479	7,611.65	31,192.01	53,141.11	4,222.11	19,125.32	115,292.20	8,461.11	11,846.51	4,862.58	.....	.....	5,360.80	25,732.49	1,536,076.94
Monroe.....	111.100	94,978	16,730.07	4,528.59	44,622.98	3,400.51	20,656.59	89,938.74	6,632.29	815.14	.....	234.68	.....	738.35	35,392.17	1,337,876.41
Okeechobee.....	87.280	9,104	11,359.68	83,780.90	16,774.21	2,372.34	22,489.14	136,776.17	3,861.54	9.33	.....	.....	.....	3,287.55	143,935.09	1,164,359.46
Palm Beach.....	268.558	15,644	48,628.87	91,274.54	108,196.42	12,922.25	52,239.87	313,261.95	24,764.95	5.13	17,059.83	.....	3,773.91	5,217.13	364,082.90	3,584,790.90
St. Lucie.....	93.436	6,594	4,468.02	21,434.10	63,765.30	3,092.74	17,828.32	110,588.48	5,766.04	155.33	.....	.....	31.90	472.91	117,004.66	1,102,048.89
District Totals	1,245.687	170,472	\$129,012.95	\$378,479.41	\$ 443,805.06	\$ 48,274.00	\$214,018.98	\$1,213,290.40	\$127,781.87	\$46,465.52	\$40,820.44	\$ 234.68	\$19,956.27	\$76,882.27	\$1,525,431.15	\$14,444,643.34

FIFTH DISTRICT

Brevard.....	228.602	22,234	\$32,426.18	\$32,517.15	\$ 59,902.40	\$ 8,190.25	\$32,588.69	\$ 165,624.67	\$21,123.38	\$ 904.72	\$36,633.46	\$.....	\$ 6,226.81	\$16,826.31	\$ 247,339.35	\$ 2,690,435.52
Citrus.....	108.587	1,376	11,748.39	1,758.51	27,009.65	1,338.31	8,083.15	49,938.01	.....	26,941.85	.....	.....	5,782.24	82,662.10	683,102.43	.....
Flagler.....	93.814	3,086	5,919.59	35.95	43,153.73	1,594.71	9,906.75	60,610.73	.....	406.03	.....	.....	.....	34.34	61,051.10	696,235.73
Lake.....	293.071	12,014	24,044.38	42,250.36	71,591.03	6,088.11	31,184.01	175,127.89	11,449.21	26,026.49	834.60	.....	5,760.23	45	219,188.87	1,771,856.74
Marion.....	295.809	1,687	24,828.66	14,407.79	79,541.75	4,771.84	24,988.04	148,538.08	4,561.43	18,988.75	.....	.....	4,225.04	190.79	176,484.09	1,879,581.12
Orange.....	213.194	3,092	16,394.34	10,662.76	64,808.20	5,654.12	20,537.99	118,057.41	.....	4,900.87	.....	.....	1,080.88	3,277.11	127,325.27	1,030,169.18
Oceola.....	121.996	6,308	18,063.30	12,957.94	25,384.21	2,969.16	11,714.27	71,088.88	.....	1,692.23	.....	.....	23.73	1,765.01	75,495.09	619,221.53
Pulman.....	120.483	4,962	21,025.17	27,834.69	37,592.70	5,322.55	20,303.16	112,078.27	7,940.06	.....	16,177.35	.....	3,597.61	264.45	140,057.74	1,810,538.29
St. John.....	168.560	26,911	25,065.37	40,562.33	61,517.27	8,205.38	30,164.73	165,515.08	19,192.01	2,240.39	59,161.94	.....	13,499.43	101.31	259,710.16	2,629,822.79
Seminole.....	93.773	2,521	2,575.22	6,447.47	31,274.66	2,436.37	10,716.04	53,449.76	6,041.55	351.30	.....	.....	48.33	2,714.11	62,605.05	852,726.49
Sumter.....	105.377	1,987	10,661.49	2,960.81	27,581.94	2,248.56	8,498.93	51,951.73	.....	8.36	.....	.....	.....	.....	51,960.09	523,498.01
Volusia.....	205.871	10,403	13,419.14	26,104.21	94,100.45	7,272.46	30,391.86	171,288.12	15,787.65	15.32	.....	.....	.....	187.32	187,278.41	2,206,520.02
District Totals	2,049.137	96,611	\$206,171.23	\$218,499.97	\$ 623,457.99	\$56,091.82	\$239,047.62	\$1,343,268.63	\$87,020.53	\$82,486.31	\$112,807.35	\$.....	\$40,243.30	\$25,331.20	\$1,691,157.32	\$17,383,177.85

SUMMARY

First District...	1,836.979	107,613	\$190,395.26	\$120,483.78	\$ 641,073.26	\$41,705.18	\$252,488.68	\$1,246,146.16	\$48,717.48	\$ 5,776.13	\$57,359.17	\$ 1,754.38	\$14,495.37	\$14,302.39	\$1,388,551.08	\$13,785,312.67
Second District...	1,848.412	64,727	150,138.04	147,934.68	565,955.08	57,586.07	214,694.16	1,136,308.03	51,726.38	61,460.73	108,437.34	9.75	38,114.25	16,203.78	1,412,260.29	13,242,092.60
Third District...	2,138.087	175,653	224,450.32	274,041.67	531,835.92	57,010.56	220,657.97	1,307,996.44	46,183.29	72,683.45	46,402.92	96,101.33	34,945.03	68,047.14	1,672,329.60	18,614,817.20
Fourth District...	1,245.687	170,472	129,012.95	378,479.41	443,805.06	48,274.00	214,018.98	1,213,290.40	127,781.87	46,465.52	40,820.44	234.68	19,956.27	76,882.27	1,525,431.15	14,444,643.34
Fifth District...	2,049.137	96,611	206,171.23	218,499.97	623,457.99	56,091.82	239,047.62	1,343,268.63	87,020.53	82,486.31	112,807.35	.....	40,243.30	25,331.20	1,691,157.32	17,383,177.85
Grand Totals	9,118.302	615,076	\$900,167.80	\$1,139,439.51	\$2,805,827.31	\$260,667.63	\$1,140,907.41	\$6,247,003.66	\$361,429.25	\$268,842.14	\$365,827.22	\$98,100.14	\$147,754.25	\$200,766.78	\$7,689,729.44	\$77,480,943.66

NOTE—Figures in boldface type indicate credits.

STATEMENT SHOWING MAINTENANCE EXPENDITURE BY COUNTIES AND CLASSIFICATION FOR 1950

PRIMARY SYSTEM

FIRST DISTRICT

County	Maintained Length		Routine							Periodic				Extra-ordinary	Total Cost 1950	Total Cost to Date
	Road Miles	Bridge Feet	Surface Base and Subgrade	Structures	Roadside	Traffic	General	Total	Structure Operation	Surface Base and Subgrade	Structures	Roadside	General			
Charlotte	81.266	10,599	\$11,758.46	\$10,693.17	\$ 23,382.96	\$ 1,961.67	\$ 9,659.08	\$ 57,455.34	\$ 3,692.98		\$11,648.52		\$ 2,495.14		\$ 75,291.98	\$ 809,814.39
De Soto	80.643	3,862	9,076.98	3,274.77	26,457.43	3,168.58	8,174.67	50,152.43						7.63	50,160.06	751,435.42
Glades	99.303	5,167	14,829.68	7,614.61	60,351.95	2,097.89	16,722.55	101,616.98	1,637.11						103,254.09	1,008,185.31
Hardee	75.751	2,524	7,877.68	6,013.36	18,266.74	2,533.21	6,329.79	41,020.78		6.60	108.00				40,919.38	486,549.07
Hendry	85.747	2,475	7,580.22	5,026.45	25,952.13	2,718.54	7,977.69	49,255.03	1,569.24	22,880.57			4,901.08		78,605.92	650,471.41
Hernando	95.945	1,152	16,145.69	789.63	19,773.29	4,130.47	8,579.33	49,718.41		26,539.41			5,619.91	12,199.97	84,077.70	872,431.10
Highlands	109.403	5,784	3,894.04	7,876.15	32,102.97	4,706.46	8,425.68	57,006.30	900.00						57,906.30	1,082,558.16
Hillsborough	246.699	27,911	14,231.20	17,492.46	42,777.14	23,073.29	22,622.52	120,196.61	15,275.07		87,789.87		7,417.67	8,208.25	238,887.47	2,127,727.54
Lee	121.149	8,574	16,012.36	9,832.76	53,921.23	5,568.58	16,748.00	102,082.03	6,083.11	43,502.01			9,318.21	34.00	161,020.26	1,251,704.80
Manatee	136.087	8,693	6,285.59	8,287.21	23,997.95	6,757.48	10,958.08	56,286.31	5,167.24					12,600.23	74,053.78	1,120,396.35
Pasco	151.724	2,477	15,018.65	327.46	33,612.96	4,681.59	11,357.54	64,998.20	1,028.49		89.55			4,190.73	70,306.97	1,050,394.07
Pinellas	150.234	10,928	17,434.83	21,260.39	36,750.54	9,934.51	31,634.39	117,034.66	8,727.37					68,215.70	193,977.73	1,237,840.18
Polk	346.425	7,787	27,520.38	9,957.78	114,309.09	25,595.74	30,586.14	207,969.13		87,628.70			18,767.92	34.68	314,400.43	1,829,998.45
Sarasota	130.813	10,928	18,357.29	17,204.15	36,092.33	5,807.02	16,700.60	94,251.39	9,361.88	11,116.91	755.15		1,872.87	366.23	117,724.43	1,186,392.92
District Totals	1,911.189	108,861	\$186,023.05	\$125,650.35	\$ 547,749.71	\$102,845.03	\$206,776.36	\$1,169,044.50	\$53,442.49	\$191,674.20	\$100,175.09		\$50,392.80	\$105,857.42	\$1,670,586.50	\$15,465,899.17

SECOND DISTRICT

Alachua	259.375	3,720	\$ 25,417.70	\$11,156.43	\$106,066.69	\$13,094.11	\$23,636.29	\$169,371.22						\$ 22.50	\$169,393.72	\$1,699,753.25
Baker	56.038	1,677	5,978.53	3,843.10	26,172.74	2,194.57	6,449.76	44,638.70				3,384.52	473.42	318.05	48,814.69	492,533.06
Bradford	99.950	2,657	5,792.80	1,056.37	28,674.22	4,225.29	6,564.88	46,313.56		24,786.96			4,617.07		75,717.59	565,655.51
Clay	135.592	6,476	10,938.59	15,060.01	58,838.71	4,691.48	15,315.18	104,843.97	4,918.18	7,003.03			1,304.45	23.60	118,093.23	1,213,468.03
Columbia	150.489	2,154	6,322.28	913.01	55,440.00	4,460.10	11,537.81	78,673.20		2.16				343.25	79,016.61	888,313.56
De Soto	97.557	3,066	2,938.73	2,688.50	24,596.30	2,630.18	5,485.61	38,339.32							38,339.32	643,631.70
Duval	228.366	22,709	34,501.70	71,652.68	87,268.32	21,925.59	49,449.11	264,707.40		83,064.30	6,636.43	83,761.64	8,031.72	12,961.52	489,253.01	2,979,543.97
Gilchrist	71.518	580	9,810.92	686.06	15,780.84	1,217.28	4,134.24	31,629.34							31,629.34	267,007.15
Hamilton	88.687	1,799	4,446.71	4,636.32	22,146.74	4,122.18	5,517.90	40,869.85						23.72	40,893.57	678,073.91
Lafayette	73.324	3,323	4,581.93	2,582.95	66,725.15	2,885.99	5,464.01	82,240.03						63.03	82,303.06	688,975.72
Levy	184.999	3,973	22,246.35	3,601.38	104,272.49	6,010.17	23,424.47	159,554.86						7,258.51	166,813.37	1,194,734.40
Madison	112.919	3,200	5,212.00	5,735.03	38,502.45	4,686.78	8,975.41	63,111.67						35.74	63,147.41	984,423.44
Nassau	103.224	7,571	17,659.56	5,901.19	36,294.01	4,341.39	14,792.92	78,989.07	33,026.17					2,501.10	114,516.34	1,282,905.76
Suwannee	112.162	839	5,562.53	1,173.81	40,230.11	4,177.54	8,683.55	59,827.54		75.01			13.97	22.73	59,895.79	714,636.79
Taylor	124.065	3,593	9,991.94	4,481.66	44,041.41	2,864.04	10,385.81	71,764.86							71,764.86	593,977.34
Union	64.624	2,847	9,428.30	11,692.68	37,806.95	1,661.94	8,835.32	69,425.19							69,425.19	414,376.11
District Totals	1,922.889	70,184	\$180,830.57	\$136,861.18	\$ 792,857.13	\$85,188.63	\$208,652.27	\$1,404,389.78	\$121,008.65	\$38,503.59	\$83,761.64	\$ 3,384.52	\$14,440.63	\$23,528.29	\$1,689,017.10	\$14,932,009.70

THIRD DISTRICT

Bay	161.646	16,756	\$22,006.52	\$ 4,182.50	\$ 60,489.81	\$ 7,707.50	\$20,361.35	\$114,747.77	\$11,705.42	\$ 9,985.21	\$ 6,154.99		\$ 2,033.78	\$22,079.76	\$166,706.93	\$ 2,061,605.75
Calhoun	95.759	12,495	30,446.71	6,590.83	28,337.01	2,798.52	11,286.13	79,459.20	4.66	31,151.50	26,630.52		10,568.54	2,849.13	180,663.55	831,131.29
Escambia	174.496	27,966	24,494.29	3,582.97	80,197.03	4,757.31	21,006.71	134,038.31	9,750.03	25,587.86	61,006.29	26,426.12	14,859.57	12,134.62	283,811.80	2,006,056.25
Franklin	101.793	23,950	3,277.57	3,749.40	18,477.03	1,773.99	8,793.55	36,071.54	4,987.09					20,008.51	61,067.14	1,510,141.02
Gadsden	131.265	6,142	7,239.23	1,411.73	66,321.17	6,944.85	12,829.63	95,476.61		1,449.80			265.25	92.40	95,284.06	922,068.05
Gulf	86.696	2,131	7,996.26	7,411.18	25,965.62	3,786.38	11,180.56	56,370.00	12,982.62				192.48	10,942.27	81,539.44	1,142,555.05
Holmes	123.678	6,220	15,742.49	13,993.26	40,009.46	5,847.13	12,309.54	87,901.88						302.97	88,204.85	1,064,870.60
Jackson	230.044	11,101	24,840.91	17,571.02	81,265.82	8,362.26	22,307.02	154,347.03	3,503.77	31,384.89		40.30	5,504.79	3,089.73	197,870.51	1,874,394.58
Jefferson	104.043	3,129	11,299.12	10,963.20	42,284.21	3,063.48	9,780.33	77,390.34			4,073.67		745.30	421.01	82,630.32	792,463.16
Leon	142.267	2,840	16,742.04	13,393.05	79,219.23	7,202.66	19,496.41	136,053.39						4,088.58	140,121.97	1,386,740.32
Liberty	85.215	3,492	6,603.45	4,534.82	20,229.85	2,146.16	5,366.85	38,881.13				14,426.92	2,797.72	855.00	56,970.77	450,530.12
Oakalosa	164.905	15,629	20,264.25	10,932.76	90,814.12	5,441.29	21,820.54	148,472.96	3,869.93					2,559.01	154,901.90	1,939,014.00
Santa Rosa	126.822	6,142	9,338.81	11,912.25	57,041.59	7,720.44	11,103.07	100,116.16	2,134.99	26.00	12,185.09	10,399.35	3,993.67	95.51	128,861.95	1,358,445.05
Wakulla	74.978	1,615	2,805.84	1,265.99	28,156.66	2,743.06	5,283.12	38,895.67		11,430.63			1,926.68	31.15	62,284.43	437,878.03
Walton	199.377	17,867	23,645.04	16,512.24	38,861.28	6,489.56	13,869.47	99,377.59	3,126.56	12.87	980.88	4,287.47	963.87	3,107.85	111,857.10	1,945,445.52
Washington	111.772	8,097	11,489.81	15,402.92	39,609.15	2,991.26	10,079.16	79,572.30		15,156.16			2,772.83	443.32	97,944.67	840,553.38
District Totals	2,196.438	176,252	\$236,932.34	\$142,078.21	\$ 796,812.04	\$79,775.85	\$219,573.44	\$1,475,171.88	\$52,074.07	\$127,237.29	\$111,031.44	\$55,580.16	\$16,534.54	\$83,022.01	\$1,950,721.39	\$20,564,794.07

FOURTH DISTRICT

County	Maintained Length		Routine							Periodic				Extra-ordinary	Total Cost 1950	Total Cost to Date
	Road Miles	Bridge Feet	Surface Base and Subgrade	Structures	Roadside	Traffic	General	Total	Structure Operation	Surface Base and Subgrade	Structures	Roadside	General			
Broward	141.437	2,986	\$13,483.47	\$39,593.71	\$ 44,352.30	\$10,127.63	\$18,929.69	\$ 126,486.80	\$24,062.82	\$	\$	\$	\$	\$ 3,019.24	\$ 153,568.86	\$ 1,512,700.72
Collier	156.869	11,194	14,474.84	46,780.51	48,818.60	8,024.43	16,941.41	135,039.79	1,477.00	13,276.09			2,111.79	151,904.67	1,358,997.66	
Dade	207.850	13,877	13,597.51	67,162.21	36,745.71	11,661.43	27,493.26	156,660.12	56,028.34		28,811.51		4,552.07	5,815.03	251,867.07	2,488,511.12
Indian River	76.485	10,613	3,240.22	41,285.13	55,638.26	3,884.85	14,793.47	118,841.93	3,078.83					121,017.76	1,038,539.60	
Martin	117.981	6,566	14,133.57	40,556.12	52,850.30	6,208.73	17,850.56	131,689.37	8,763.28		16,003.95			4,980.26	176,742.17	1,712,819.11
Monroe	129.088	94,901	10,573.94	13,794.54	62,980.24	5,256.34	13,303.47	105,908.53	7,087.98		116,173.73		17,928.84	247,099.08	1,584,975.49	
Okeechobee	89.006	9,104	9,282.29	56,565.75	22,021.21	3,579.09	13,187.34	104,635.68	3,955.08	10,453.59			1,427.90	120,486.81	1,284,846.27	
Palm Beach	271.708	14,250	39,616.14	73,751.60	128,274.82	16,785.93	40,231.53	298,660.02	26,222.76	242,816.45			35,900.72	608,292.08	4,193,082.98	
St. Lucie	94.686	6,570	7,605.26	33,464.88	54,794.42	6,451.06	15,584.12	117,899.74	5,940.77		14,606.75		2,236.67	140,684.93	1,242,733.82	
District Totals	1,285.110	170,061	\$126,007.24	\$412,954.45	\$ 506,475.95	\$72,069.49	\$178,314.85	\$1,295,821.98	\$136,613.86	\$266,546.13	\$179,311.38	\$	\$69,138.25	\$25,131.83	\$1,972,563.43	\$16,417,206.77

FIFTH DISTRICT

Brevard	232.814	22,086	\$33,205.18	\$21,607.04	\$ 56,640.54	\$10,161.99	\$35,047.26	\$ 156,662.01	\$22,666.87	\$ 9,479.75	\$ 9,097.25	\$	\$ 4,266.13	\$19,489.37	\$ 221,661.38	\$ 2,902,096.90
Citrus	111.536	1,281	14,066.73	1,255.01	14,915.70	4,641.21	6,654.76	41,533.41		111.13			43.00	6,630.85	48,318.39	731,420.82
Flagler	84.000	2,150	5,945.55	1.50	25,039.33	2,763.19	6,968.03	40,717.60		7,235.21			1,733.96	805.42	50,492.19	746,727.92
Lake	303.743	15,201	29,893.95	13,385.85	61,963.23	9,122.66	26,204.25	140,569.94	10,928.04	31,456.21			7,538.67	3,377.91	193,870.77	1,965,427.51
Marion	314.616	1,895	19,154.31	3,591.53	43,664.89	6,431.03	22,803.56	95,645.32	4,300.87					36,318.81	136,265.00	2,015,616.12
Orange	218.282	3,080	20,675.92	2,340.53	52,292.48	8,539.80	18,600.83	102,449.56		6,155.43				1,475.19	116,948.57	1,147,117.75
Osceola	123.191	6,308	22,401.93	6,201.36	22,285.10	6,238.37	12,191.13	99,317.89	1,127.10	16,489.83				3,951.89	198.38	91,085.09
Putnam	121.000	4,975	17,586.33	12,163.93	47,907.13	9,016.38	21,221.00	107,894.77	8,805.75					3,870.62	120,571.14	1,931,109.43
St. Johns	173.683	26,814	22,960.60	37,621.79	44,710.70	19,198.18	35,078.05	159,569.32	20,177.19					22,600.38	202,346.89	2,832,169.68
Seminole	94.250	2,521	5,165.83	3,447.32	22,532.51	3,186.86	8,505.23	42,837.75	4,870.30	28,713.16			6,829.00	1,792.80	85,043.91	937,770.40
Sumter	113.234	1,956	9,508.57	2,300.00	20,263.50	4,554.72	7,534.01	44,160.80		8,161.78	12,903.44	132.69	5,080.21	2,495.87	72,934.79	596,432.80
Volusia	207.904	10,403	14,437.04	31,830.68	67,122.37	13,440.88	32,571.17	159,402.14	14,709.11	11,510.07			2,758.46	9,305.60	197,685.38	2,404,205.40
District Totals	2,098.253	98,670	\$215,001.94	\$135,746.54	\$ 479,337.48	\$97,295.27	\$233,379.28	\$1,160,760.51	\$87,585.23	\$119,312.57	\$22,000.69	\$ 132.69	\$33,677.41	\$113,754.40	\$1,537,223.50	\$18,920,401.35

SUMMARY

First District	1,911.189	108,861	\$186,023.05	\$125,650.35	\$ 547,749.71	\$102,845.03	\$206,776.36	\$1,169,044.50	\$53,442.49	\$191,674.20	\$100,175.09	\$	\$50,392.80	\$105,857.42	\$1,670,586.50	\$15,465,899.17
Second District	1,922.889	70,184	180,830.57	136,861.18	792,857.13	85,188.63	208,652.27	1,404,389.78	121,008.65	38,503.59	83,761.64	3,384.52	14,440.63	23,528.29	1,689,017.10	14,932,009.70
Third District	2,196.438	176,252	236,932.34	142,078.21	796,812.04	79,775.85	219,573.44	1,475,171.88	52,074.07	127,237.29	111,031.44	55,580.16	46,534.54	83,092.01	1,950,721.39	20,564,794.07
Fourth District	1,285.110	470,061	126,007.24	412,954.45	506,475.95	72,069.49	178,314.85	1,295,821.98	136,613.86	266,546.13	179,311.38		69,138.25	25,131.83	1,972,563.43	16,417,206.77
Fifth District	2,098.253	98,670	135,001.94	135,746.54	479,337.48	97,295.27	233,379.28	1,160,760.51	87,585.23	119,312.57	22,000.69	132.69	33,677.41	113,754.40	1,537,223.50	18,920,401.35
Grand Totals	9,413.879	624,028	\$944,795.14	\$953,290.73	\$3,123,232.31	\$437,174.27	\$1,046,696.20	\$6,505,188.65	\$450,724.30	\$743,273.78	\$496,280.24	\$59,097.37	\$214,183.63	\$351,363.95	\$8,820,111.92	\$86,900,311.06

NOTE—Figures in bold face indicate credits.

STATEMENT SHOWING MAINTENANCE EXPENDITURE BY COUNTIES AND CLASSIFICATION FOR 1950

SECONDARY SYSTEM

FIRST DISTRICT

COUNTY	Road Miles	Bridge Feet	ROUTINE				Periodic			Total Cost 1950	Total Cost To Date
			Roadway	Structures	General	Total	Roadway	Structures	General		
Charlotte.....			\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....
De Soto.....											
Glades.....	12.270										
Hardee.....	30.634	1,236	8,557.06	12.55	822.08	9,391.69				9,391.69	9,391.69
Hendry.....	7.110										
Hernando.....	35.406		1,162.67		76.67	1,239.34				1,239.34	1,239.34
Highlands.....	33.605	444	1,844.82	1,732.21	126.01	3,703.04				3,703.04	3,703.04
Hillsborough.....	3.350		622.43			622.43				622.43	622.43
Lee.....	20.555	1,372	841.01	2,718.58	944.34	4,503.93				4,503.93	4,503.93
Manatee.....	.086	453		354.65	75.97	430.62				430.62	430.62
Pasco.....	48.620	66	6,957.09		818.85	7,775.94				7,775.94	7,775.94
Pinellas.....	16.110	126	3,503.79		13.09	3,516.88				3,516.88	3,516.88
Polk.....	6.836		55.86		11.97	67.83				67.83	67.83
Sarasota.....											
District Totals.....	214.582	3,697	\$ 23,544.73	\$ 4,817.99	\$ 2,888.98	\$ 31,251.70	\$.....	\$.....	\$.....	\$ 31,251.70	\$ 31,251.70

SECOND DISTRICT

Alachua.....			\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....
Baker.....											
Bradford.....											
Clay.....											
Columbia.....	10.736										
Dixie.....	34.686	856	11.34	18.00	5.47	34.81				34.81	34.81
Duval.....							80,654.35		15,015.68	95,670.03	95,670.03
Gilchrist.....	10.412										
Hamilton.....											
Lafayette.....	7.818										
Levy.....											
Madison.....	43.219	327	980.88		168.50	1,149.38				1,149.38	1,149.38
Nassau.....	.689		61.93		11.54	73.47				73.47	73.47
Suwannee.....	24.043	112	3,971.33		662.10	4,633.43				4,633.43	4,633.43
Taylor.....											
Union.....											
District Totals.....	131.603	1,295	\$ 5,025.48	\$ 18.00	\$ 847.61	\$ 5,891.09	\$ 80,654.35	\$.....	\$ 15,015.68	\$ 101,561.12	\$ 101,561.12

THIRD DISTRICT

Bay.....	5.847	3,638	\$ 1,507.81	\$.....	\$ 257.29	\$ 1,765.10	\$.....	\$.....	\$.....	\$ 1,765.10	\$ 1,765.10
Calhoun.....											
Escambia.....	.944		2,655.59	36.45	492.52	3,184.56				3,184.56	3,184.56
Franklin.....											
Gadsden.....	8.016	473	515.63	98.47	78.89	692.99				692.99	692.99
Gulf.....	15.059		1,306.49		239.03	1,545.52				1,545.52	1,545.52

Holmes.....	6.057	70										
Jackson.....	1.153		43.72		8.00	51.72				51.72	51.72	
Jefferson.....												
Leon.....	52.851	329	8,478.39	63.50	1,407.79	9,949.68				9,949.68	10,694.20	
Liberty.....												
Okaloosa.....	6.220		2,025.21		211.20	2,236.41				2,236.41	2,236.41	
Santa Rosa.....	18.181	88	588.30		107.63	695.93				695.93	695.93	
Wakulla.....	30.550	557										
Walton.....	24.571	33	1,102.18		54.23	1,156.41				1,156.41	1,156.41	
Washington.....	18.749	194										
District Totals.....	188.198	5,382	\$ 18,223.32	\$ 196.42	\$ 2,856.58	\$ 21,278.32	\$	\$	\$	\$ 21,278.32	\$ 22,022.84	

FOURTH DISTRICT

Broward.....	.028	148	\$	\$ 3,713.16	\$ 525.07	\$ 4,238.23	\$	\$	\$	\$ 4,238.23	\$ 4,238.23	
Collier.....	3.430	62	4.50			4.50				4.50	4.50	
Dade.....												
Indian River.....												
Martin.....												
Monroe.....												
Okeechobee.....												
Palm Beach.....	22.123	2,685	900.73	3,674.09	589.24	5,164.06				5,164.06	5,164.06	
St. Lucie.....												
District Totals.....	25.581	2,895	\$ 905.23	\$ 7,387.25	\$ 1,114.31	\$ 9,406.79	\$	\$	\$	\$ 9,406.79	\$ 9,406.79	

FIFTH DISTRICT

Brevard.....			\$	\$	\$	\$	\$	\$	\$	\$	\$	
Citrus.....	27.022	24	2,670.92		580.99	3,251.91	12.71			3,264.62	3,264.62	
Flagler.....	10.397	936	283.83		68.02	351.85				351.85	351.85	
Lake.....												
Marion.....												
Orange.....												
Osceola.....	7.593		22.80		1.60	24.40				24.40	24.40	
Putnam.....	23.345											
St. Johns.....												
Seminole.....												
Sumter.....	4.953											
Volusia.....												
District Totals.....	73.310	960	\$ 2,977.55	\$	\$ 650.61	\$ 3,628.16	\$ 12.71	\$	\$	\$ 3,640.87	\$ 3,640.87	

SUMMARY

First District.....	214.582	3,697	\$ 23,544.73	\$ 4,817.99	\$ 2,888.98	\$ 31,251.70	\$	\$	\$	\$ 31,251.70	\$ 31,251.70	
Second District.....	131.603	1,295	5,025.48	18.00	847.61	5,891.09	80,654.35		15,015.68	101,561.12	101,561.12	
Third District.....	188.198	5,382	18,223.32	198.42	2,856.58	21,278.32				21,278.32	22,022.84	
Fourth District.....	25.581	2,895	905.23	7,387.25	1,114.31	9,406.79				9,406.79	9,406.79	
Fifth District.....	73.310	960	2,977.55		650.61	3,628.16	12.71			3,640.87	3,640.87	
Grand Totals.....	633.274	14,229	\$ 50,676.31	\$ 12,421.66	\$ 8,358.09	\$ 71,456.06	\$ 80,667.06	\$	\$ 15,015.68	\$ 167,138.80	\$ 167,883.32	

SUMMARY OF MAINTENANCE COST BY DISTRICTS AND TYPES FOR YEAR 1949

Type of Construction	First District Routine Maintenance Only			Second District Routine Maintenance Only			Third District Routine Maintenance Only			Fourth District Routine Maintenance Only			Fifth District Routine Maintenance Only			Summary—All Districts Routine Maintenance Only		
	Length	Cost for 1949	Cost per Unit	Length	Cost for 1949	Cost per Unit	Length	Cost for 1949	Cost per Unit	Length	Cost for 1949	Cost per Unit	Length	Cost for 1949	Cost per Unit	Length	Cost for 1949	Cost per Unit
FEDERAL HIGHWAYS—																		
Grades, Unsurfaced.....	9.627	\$ 6,667.20	\$ 692.55	12.981	\$ 5,755.41	\$ 443.37				7.068	\$ 3,712.89	\$ 525.31				29.676	\$16,135.50	\$ 543.72
Surface Treated, Non-Rigid Base.....	85.196	51,907.66	609.27	173.681	87,475.67	503.66	159.835	77,026.06	481.73	161.187	109,168.39	677.38	152.889	103,875.82	538.53	772.848	423,453.60	555.68
Surface Treated, Rigid Base.....	1.053	607.82	577.23	0.189	79.70	421.72										1.242	687.52	553.56
S.B.R.M. & Retreads.....	96.066	54,204.68	564.24	140.976	66,785.37	473.74	217.384	88,376.21	406.54	30.899	17,358.23	561.77	100.480	50,532.00	502.92	585.805	277,257.39	473.29
Cement Concrete.....	99.437	54,718.27	550.28	82.246	47,492.19	577.44	74.081	37,605.05	507.62	18.664	10,162.09	544.48	81.008	48,524.85	544.99	363.466	198,502.45	546.14
Dual and Combination Types.....	14.997	7,698.57	513.34	5.663	3,027.98	534.70	5.548	2,654.08	478.38	2.201	1,192.68	541.88	5.375	2,747.48	511.16	33.784	17,320.79	512.69
Miscellaneous.....	21.791	11,984.02	549.95	83.293	41,732.70	501.03	31.136	11,342.37	364.28	82.877	43,942.26	530.21	114.400	52,859.18	461.69	333.587	161,860.53	485.21
Total (Miles).....	328.167	\$187,788.22	\$ 572.23	499.029	\$252,349.02	\$ 505.68	488.044	\$217,003.77	\$ 444.64	302.896	\$185,536.54	\$ 612.54	502.272	\$258,540.23	\$ 514.74	2,120.408	\$1,101,217.78	\$ 519.34
FEDERAL BRIDGES																		
Timber.....	323	\$ 1,017.94	\$ 3.15	1,193	\$ 5,016.61	\$ 4.21	10,661	\$30,645.15	\$ 2.87	323	\$ 2,020.63	\$ 6.26	11,581	\$24,390.21	\$ 2.11	24,081	\$63,090.54	\$ 2.62
Steel.....	348	2,257.40	6.49	730	11,648.34	15.96	880	8,622.36	9.80	450	8,820.26	19.60	916	17,879.53	19.52	3,324	49,227.89	14.81
Concrete.....	22,981	6,120.05	.27	8,662	2,227.28	.26	7,936	2,933.41	.37	26,133	4,409.66	.17	8,773	3,282.90	.37	74,515	18,979.30	.25
Timber-Steel.....							30	136.74	4.56							30	136.74	4.56
Timber-Concrete.....	3,772	1,863.90	.49	226	61.20	.27	620	1,552.07	2.50	1,452	712.10	.49				6,070	461.47	.08
Steel-Concrete.....	3,346	1,472.02	.44	7,655	12,873.88	1.68	10,046	2,953.08	.29	1,957	1,017.30	.52	5,078	973.31	.19	28,082	19,290.19	.69
Timber-Steel-Concrete.....	1,354	441.31	.33	959	72.85	.08	9,968	13,601.09	1.36	920	496.87	.54	1,317	1,115.71	.85	14,518	15,727.83	1.08
Total (Feet).....	32,124	\$ 9,414.82	\$.29	19,455	\$31,900.16	\$ 1.64	40,141	\$60,450.50	\$ 1.51	31,235	\$17,476.82	\$.56	27,665	\$47,641.06	\$ 1.72	150,620	\$166,913.96	\$ 1.11
STATE HIGHWAYS																		
Graded, Unsurfaced.....	36.797	\$25,483.83	\$ 692.55	17.925	\$ 7,947.45	\$ 443.37	50.540	\$19,144.16	\$ 378.79	25.324	\$13,302.94	\$ 525.31	21.027	\$ 8,917.53	\$ 424.10	151.613	\$74,795.91	\$ 493.33
Surface Treated, Non-Rigid Base.....	698.456	425,550.72	609.27	701.515	353,323.00	503.66	1,058.009	509,673.61	481.73	568.092	405,074.46	677.28	538.923	505,634.84	538.53	3,994.995	2,199,256.63	550.50
Surface Treated, Rigid Base.....	16.935	9,775.35	577.23	0.691	291.41	421.72	0.086	43.66	507.67				29.345	20,340.16	693.14	47.057	30,450.58	647.10
S.B.R.M. & Retreads.....	610.272	344,342.45	564.24	460.258	218,040.65	473.74	381.818	155,225.91	406.54	236.267	132,728.44	561.77	282.772	192,501.79	502.92	2,071.387	1,042,539.24	503.45
Cement Concrete.....	24.883	13,692.64	550.28	45.612	26,338.23	577.44	72.843	36,976.62	507.62	20.145	10,508.46	544.48	28.283	15,413.96	544.99	191.766	103,389.91	539.15
Dual and Combination Types.....	8.341	4,281.77	513.34	2.444	1,306.80	534.70	4.677	2,237.40	478.38	11.610	6,291.22	541.88	28.541	14,589.00	411.16	55.613	28,706.19	516.18
Miscellaneous.....	113.128	62,215.03	549.95	120.938	60,594.17	501.03	82.070	29,866.86	364.28	51.353	27,227.50	530.21	117.974	54,467.72	461.69	485.463	234,401.68	482.84
Total (Miles).....	1,508.812	\$885,341.79	\$ 586.78	1,349.383	\$667,841.71	\$ 494.92	1,650.043	\$753,168.22	\$ 456.47	942.791	\$595,593.42	\$ 631.74	1,546.865	\$811,865.00	\$ 524.85	6,997.894	\$3,713,840.14	\$ 530.71
STATE BRIDGES																		
Timber.....	26,673	\$84,060.56	\$ 3.15	15,951	\$67,074.56	\$ 4.21	37,847	\$108,791.58	\$ 2.87	34,751	\$217,396.10	\$ 6.26	43,049	\$90,663.50	\$ 2.11	158,271	\$567,586.30	\$ 3.59
Steel.....	2,786	18,072.20	6.49	1,969	31,418.59	15.96	3,189	31,246.27	9.80	5,399	105,823.53	19.60	3,381	65,994.19	19.52	16,724	252,554.78	15.10
Concrete.....	30,204	8,043.59	.27	14,379	3,684.54	.26	13,895	5,146.57	.37	24,278	4,096.64	.17	10,842	4,057.12	.37	93,598	25,028.46	.27
Timber-Steel.....	375	3,096.38	8.18	165	496.91	3.01	378	1,722.88	4.56	116	205.74	1.77	2,226	4,106.39	1.84	3,260	9,598.30	2.94
Timber-Concrete.....	6,126	3,027.10	.49	766	215.56	.27	1,275	3,191.77	2.50	4,136	2,028.40	.49	422	9.25	.02	12,755	2,417.88	.19
Steel-Concrete.....	4,859	2,137.03	.44	8,498	14,291.00	1.68	38,136	11,212.57	.29	61,572	32,006.65	.52	4,885	936.32	.19	117,950	60,584.77	.51
Timber-Steel-Concrete.....	4,466	1,455.61	.33	3,514	206.93	.08	40,712	55,659.70	1.36	8,185	4,852.56	.54	4,141	3,508.10	.85	61,878	65,742.90	1.06
Total (Feet).....	75,489	\$113,808.87	\$ 1.51	45,272	\$117,448.69	\$ 2.59	135,512	\$216,671.24	\$ 1.60	130,237	\$366,409.62	\$ 2.63	68,946	\$169,274.87	\$ 2.46	464,456	\$983,913.39	\$ 2.12

SUMMARY

Highway-Miles.....	1,836.979	\$1,073,120.01	\$ 584.18	1,848.412	\$920,150.73	\$ 497.83	2,138.087	\$970,201.99	\$ 453.77	1,245.687	\$781,129.96	\$ 627.07	2,049.137	\$1,070,405.23	\$ 522.37	9,118.302	\$4,815,057.92	\$ 528.07
Bridges-Foot.....	107,613	123,253.69	1.15	64,727	149,348.85	2.31	175,653	277,421.81	1.58	170,472	383,886.44	2.25	96,611	216,916.53	2.25	615,076	1,150,827.35	1.87
Bridges-Lease and Operation.....		48,717.48			51,726.38			46,183.29			127,781.57			87,020.53			361,429.25	
Periodic Maintenance.....		79,385.05			208,022.10			246,185.73			133,368.87			240,572.56			907,564.31	
Traffic and Accident Prevention.....		41,703.80			57,880.53			57,010.56			48,274.00			55,946.87			260,821.76	
Freeze and Storm Damage.....		14,302.39			15,908.94			71,964.14			50,960.31			20,295.60			173,431.38	
Roads, Streets, Bridges—not State Owned.....		8,058.66			9,176.76			3,362.05									20,597.47	
Total Cost of All Maintenance.....	1,857.355	\$1,288,551.08		1,860.608	\$1,412,200.29		2,171.349	\$1,672,329.60		1,277.974	\$1,525,431.15		2,067.434	\$1,691,157.32		1,234.780	\$7,689,729.44	

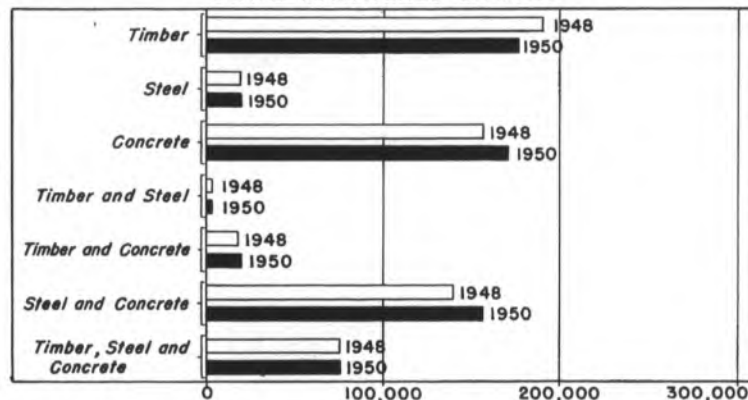
SUMMARY OF MAINTENANCE COST BY DISTRICTS AND TYPES FOR YEAR 1950

Type of Construction	First District Routine Maintenance Only			Second District Routine Maintenance Only			Third District Routine Maintenance Only			Fourth District Routine Maintenance Only			Fifth District Routine Maintenance Only			Summary—All Districts Routine Maintenance Only		
	Length	Cost for 1950	Cost per Unit	Length	Cost for 1950	Cost per Unit	Length	Cost for 1950	Cost per Unit	Length	Cost for 1950	Cost per Unit	Length	Cost for 1950	Cost per Unit	Length	Cost for 1950	Cost per Unit
FEDERAL HIGHWAYS																		
Graded Unsurfaced.....	1.995	\$ 1,335.07	\$ 669.21	12.981	\$ 8,862.06	\$ 682.69				7.068	\$ 3,641.55	\$ 515.22	6.000	\$ 2,165.20	\$ 360.87	28.044	\$16,003.88	\$ 570.67
Surface Treated-Non-Rigid Base.....	105.532	57,448.68	544.37	155.026	105,751.19	682.15	184.935	112,231.94	609.87	171.077	114,142.53	667.20	202.521	96,895.21	478.45	819.091	486,469.55	593.91
Surface Treated, Rigid Base.....	1.053	643.22	610.85		93.37	494.02										1.242	736.59	593.07
S. B. R. M. Retreads.....	100.932	42,436.76	420.45	165.864	90,192.65	543.77	217.284	108,177.93	497.64	30.899	14,965.08	484.32	98.813	36,297.73	367.34	613.892	292,070.15	475.77
Cement Concrete.....	99.437	37,869.00	380.83	81.713	40,375.00	494.11	74.081	36,718.19	495.65	18.664	8,832.63	473.24	89.038	34,714.01	389.88	362.933	158,508.83	436.74
Dual and Combination Types.....	14.997	6,624.71	441.74	2.647	1,307.74	494.05	5.548	2,435.17	438.93	2.201	1,065.27	483.69	5.375	1,612.43	299.99	30.768	13,045.32	423.99
Miscellaneous.....	34.859	13,980.04	401.05	105.089	52,096.27	495.73	31.136	14,302.39	459.35	82.877	40,682.77	490.88	137.536	41,631.25	301.82	391.897	162,692.72	415.14
Total (Miles).....	358.805	\$100,337.48	\$ 446.87	523.509	\$208,678.28	\$ 570.53	513.084	\$273,865.62	\$ 533.76	312.786	\$183,329.83	\$ 586.12	539.683	\$213,315.83	\$ 395.26	2,247.867	\$1,129,527.04	\$ 502.49
FEDERAL BRIDGES																		
Timber.....	323	\$ 1,236.27	\$ 3.83	1,193	\$ 5,716.21	\$ 4.79	10,661	\$31,848.25	\$ 2.99	323	\$ 3,277.86	\$ 10.15	11,643	\$33,204.42	\$ 2.85	24,143	\$75,283.01	\$ 3.12
Steel.....	348	5,576.47	16.02	730	18,487.26	25.33	880	3,957.44	4.50	450	11,716.73	26.04	916	2,526.56	3.19	3,324	42,664.46	12.84
Concrete.....	23,519	538.48	.02	8,692	3,488.28	.40	7,994	1,999.50	.25	26,358	2,104.61	.08	8,942	2,270.65	.25	75,505	10,401.52	.14
Timber-Steel.....							30	1.08	.04							30	1.08	.04
Timber-Concrete.....	3,772	540.60	.14	226	2.12	.01	620	8.03	.01	1,452	47.21	.03				6,070	597.96	.10
Steel-Concrete.....	3,346	.55		7,655	1,313.56	.17	10,196	169.89	.02	1,957	136.50	.07	5,224	176.03	.03	28,378	1,796.63	.06
Timber-Steel-Concrete.....	1,354			943			10,143	400.25	.04	920	168.46	.18	1,317	152.63	.12	14,677	721.34	.05
Total (Feet).....	32,662	\$ 7,892.37	\$.24	19,139	\$29,007.43	\$ 1.49	40,524	\$38,384.44	\$.96	31,460	\$17,451.77	\$.55	28,042	\$38,730.29	\$ 1.38	152,127	\$131,466.30	\$.86
STATE HIGHWAYS																		
Graded, Unsurfaced.....	34.755	\$23,258.35	\$ 669.21	14,180	\$ 9,680.62	\$ 682.70	34,254	\$23,297.13	\$ 680.13	25,339	\$13,055.08	\$ 515.22	15,040	\$ 5,427.42	\$ 360.87	123.598	\$74,718.60	\$ 604.68
Surface Treated, Non-Rigid Base.....	677.438	368,778.37	544.37	715.456	488,049.26	682.15	1,072.999	651,173.51	606.87	545.867	364,202.28	667.20	948.913	454,002.88	478.45	3,960.673	2,326,206.30	587.33
Surface Treated, Rigid Base.....	15.914	9,721.09	610.85	.691	341.38	494.04	.086	37.66	437.91				24.258	14,037.86	578.69	40.949	24,137.99	589.46
S.B.R.M. and Retreads.....	653.020	274,561.60	420.45	474.068	257,786.18	543.77	392.600	195,371.56	497.64	271.069	131,284.81	484.32	388.548	142,728.29	367.34	2,179.305	1,001,732.44	459.66
Cement-Concrete.....	24.883	9,476.29	380.83	44.798	22,135.03	494.11	63.195	31,322.57	495.05	16.255	7,692.58	473.24	28.267	11,020.69	389.88	177.368	81,647.16	460.25
Dual and Combination Types.....	7.836	3,461.44	441.74	2.444	1,207.44	494.04	3.710	1,628.43	438.93	10.253	4,062.39	483.99	26.457	7,936.76	299.99	50.700	19,196.46	378.63
Miscellaneous.....	117.924	47,252.86	401.05	134.454	66,453.51	495.73	83.134	38,187.77	459.35	71.329	35,014.68	490.88	108.401	32,717.13	301.82	515.242	219,895.35	428.72
Total (Miles).....	1,531.770	\$736,550.00	\$ 480.85	1,386.091	\$845,853.42	\$ 610.21	1,649.978	\$941,018.63	\$ 570.32	940.112	\$556,211.22	\$ 591.64	1,539.884	\$667,871.03	\$ 433.72	7,047.835	\$3,747,504.30	\$ 531.72

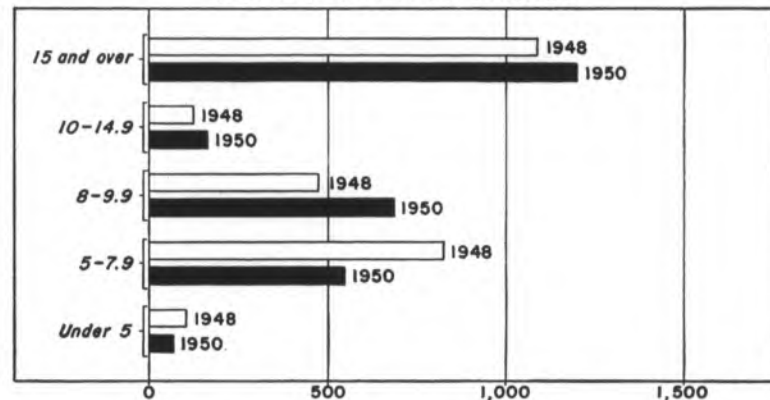
SUMMARY OF MAINTENANCE COST BY DISTRICTS AND TYPES FOR YEAR 1950

Type of Construction	First District Routine Maintenance Only			Second District Routine Maintenance Only			Third District Routine Maintenance Only			Fourth District Routine Maintenance Only			Fifth District Routine Maintenance Only			Summary—All Districts Routine Maintenance Only		
	Length	Cost for 1950	Cost per Unit	Length	Cost for 1950	Cost per Unit	Length	Cost for 1950	Cost per Unit	Length	Cost for 1950	Cost per Unit	Length	Cost for 1950	Cost per Unit	Length	Cost for 1950	Cost per Unit
STATE BRIDGES																		
Timber.....	27,026	\$103,441.39	\$ 3.83	15,393	\$73,754.89	\$ 4.79	36,939	\$110,350.09	\$ 2.99	31,126	\$315,872.63	\$ 10.15	42,533	\$121,298.95	\$ 2.85	153,017	\$724,717.95	\$ 4.74
Steel.....	2,710	43,425.98	16.02	2,046	51,814.97	25.33	3,189	14,341.21	4.50	5,449	141,876.50	26.04	3,381	10,802.08	3.19	16,775	262,260.74	15.63
Concrete.....	30,511	698.55	.02	14,450	5,799.09	.40	14,039	3,511.50	.25	25,900	2,068.05	.08	10,846	2,754.15	.25	95,746	14,831.34	.15
Timber-Steel.....	375			165			378			116			2,226	55.96	.03	3,260	69.67	.02
Timber-Concrete.....	6,180	885.71	.14	796	7.46	.01	2,284	29.57	.01	4,221	137.25	.03	422			13,903	1,059.99	.08
Steel-Concrete.....	1,931	.82		14,381	2,467.69	.17	38,107	634.92	.02	62,829	4,394.67	.07	8,015	270.09	.03	128,263	7,768.49	.06
Timber-Steel-Concrete.....	4,466			3,514			40,792	1,609.69	.04	8,960	1,640.65	.18	3,205	371.43	.12	60,937	3,621.77	.06
Total Feet.....	76,199	\$148,452.45	\$ 1.95	50,745	\$133,844.10	\$ 2.64	135,728	\$130,400.69	\$.96	138,601	\$465,990.05	\$ 3.36	70,628	\$135,552.66	\$ 1.92	471,901	\$1,014,329.95	\$ 2.15
SUMMARY																		
Highway.....	1,890,575	\$896,887.48	\$ 474.40	1,909,600	\$1,144,531.70	\$ 599.36	2,163,062	\$1,214,884.25	\$ 561.65	1,252,898	\$739,541.05	\$ 590.26	2,079,567	\$881,186.86	\$ 423.74	9,295,702	\$4,877,031.34	\$ 524.65
Bridges—Feet.....	108,861	156,344.82	1.44	70,184	162,851.53	2.32	176,252	168,875.13	.96	170,061	483,441.82	2.84	98,670	174,282.95	1.77	624,028	1,145,796.25	1.84
Bridges—Lease and Operation.....		53,442.49			121,008.65			52,074.07			136,613.86			87,585.23			450,724.30	
Periodic Maintenance.....		342,268.73			141,277.08			343,935.14			530,365.95			175,123.36			1,532,970.26	
Traffic and Accident Prevention.....		102,845.03			85,188.63			79,775.85			72,069.49			97,295.27			437,174.27	
Freeze and Storm Damage.....		105,830.78			22,341.59			79,540.30			9,761.64			113,754.40			331,228.71	
Roads, Streets, Bridges—not State Owned.....		12,967.17			11,817.92			11,636.65			769.62			7,995.43			45,186.79	
Secondary System Maintenance.....		31,251.70			101,561.12			21,278.32			9,406.79			3,640.87			167,138.80	
Total Cost of All Maintenance.....		\$1,701,838.20			\$1,790,578.22			\$1,971,999.71			\$1,981,970.22			\$1,540,864.37			\$8,987,250.72	

VARIOUS TYPE GROUPS OF CONSTRUCTION (in feet) OF STATE MAINTAINED BRIDGES



CARRYING CAPACITY (in tons) OF STATE MAINTAINED BRIDGES



**STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION**

CONVICTS OPERATING STATEMENT FOR PERIOD JANUARY 1—DECEMBER 31, 1949

Camp No.	Location	Average Number Convicts	Building Main-tenance	Building Depreciation	Equipment Operation	Food	Salaries	Clothing and Supplies	Hospital and Drugs	Rewards and Discharges	Overhead Cost Distribution	Utility Service	Laundry, Cleaning Supplies, Disinfectants	Furniture and Fixtures	Miscel-laneous Expenses	Cost for Current Year	Productive Labor Hours	Cost Per Hour
8501	Noma.....	40	\$ 299.22	\$ 280.89	\$ 3,366.13	\$12,000.96	\$11,977.68	\$ 2,732.26	\$ 449.89	\$ 50.00	\$ 1,266.12	\$ 308.88	\$ 412.30	\$ 152.43	\$ 563.51	\$33,860.27	108,930	\$.3108
8502	Zephyr Hills.....	41	457.43	2,105.97	2,314.05	12,615.52	14,015.88	2,208.37	202.81	75.00	1,294.13	644.32	669.28	204.86	438.73	37,246.35	107,960	.3450
8503	Indiantown.....	58	473.78	1,548.66	2,817.98	15,388.45	14,786.70	2,525.36	694.40	100.00	1,844.33	800.08	1,083.38	164.88	853.57	43,081.57	159,230	.2706
8504	E. Palatka.....	41	206.99	1,015.65	2,247.13	13,621.38	13,239.48	2,608.48	206.20	75.00	1,304.94	581.74	362.01	205.68	466.10	36,140.78	114,410	.3159
8505	Marianna.....	36	339.39	2,141.25	2,239.91	12,759.89	12,626.47	2,680.17	241.11	25.00	1,121.88	594.18	482.21	250.26	604.64	36,106.36	92,480	.3904
8507	Live Oak.....	57	540.68	605.67	3,311.40	15,286.01	15,360.65	2,281.69	331.24	5.00	1,809.05	991.59	864.27	270.58	1,289.07	42,946.90	149,535	.2872
8508	Ocala.....	47	1,305.01	3,588.84	2,133.25	14,523.26	14,907.57	2,721.13	573.52	25.00	1,481.78	923.87	702.34	255.30	1,883.63	45,024.50	132,330	.3402
8510	Fort Myers.....	46	1,774.89	3,930.00	3,177.46	19,123.85	13,965.26	3,653.54	873.82	100.00	1,448.29	755.57	742.36	288.94	922.00	50,755.98	120,490	.4063
8512	Jay.....	32	864.18	1,672.70	2,505.12	8,727.65	13,275.87	2,276.61	414.34		1,036.03	367.76	263.09	376.80	827.00	32,607.15	80,810	.4035
8514	Ramrod Key.....	26	241.38	876.06	3,526.22	9,728.20	11,933.67	2,347.64	155.83	50.00	823.77	1,255.94	242.39	81.75	601.59	31,864.44	65,790	.4843
8516	Lake City.....	42	183.88	463.44	1,719.44	12,671.84	14,643.92	2,187.76	406.28		1,328.83	292.05	244.25	99.00	352.23	34,592.92	111,920	.3091
8526	Homestead.....	37	182.38	1,037.94	1,682.96	9,155.71	9,410.87	1,867.22	136.78		1,189.45	751.16	472.04	224.26	467.31	26,578.08	103,540	.2566
8528	Gainesville.....	46	373.67	1,321.80	1,879.39	12,357.80	13,743.96	3,634.24	281.98		1,469.53	781.52	762.87	195.63	568.75	37,371.14	124,835	.2999
8530	Callahan.....	54	279.39	951.84	2,769.13	15,582.79	17,268.75	2,360.89	239.97	50.00	1,723.48	771.03	525.80	149.31	436.48	43,108.86	139,749	.3085
8532	Defuniak Springs.....	41	1,170.16	1,042.19	3,314.71	14,364.40	16,069.43	4,890.17	439.90	250.00	1,287.70	367.67	753.03	652.21	863.89	45,465.46	102,020	.4457
8534	Oviedo.....	36	539.70	1,387.29	1,949.07	16,386.73	14,066.83	2,070.89	141.67	100.00	1,128.07	626.56	497.97	494.69	928.19	40,317.66	98,230	.4104
8535	Floral City.....	57	485.03	1,720.74	4,074.42	15,674.77	15,749.75	3,361.03	829.72	50.00	1,770.48	754.07	823.02	412.49	1,509.93	47,216.05	153,630	.3073
8536	Perry.....	46	617.45	1,235.22	2,792.71	15,442.08	16,934.76	3,601.35	396.66	100.00	1,458.18	893.38	603.88	189.88	1,255.64	45,521.19	116,625	.3903
8537	Panama City.....	36	572.14	1,453.68	3,351.62	15,865.30	14,253.89	4,168.49	587.80		1,154.57	591.82	523.27	305.11	621.00	43,448.69	97,420	.4460
8538	Tallahassee.....	43	294.27	1,747.92	2,507.42	7,135.53	15,864.84	3,187.21	216.75	100.00	1,367.46	1,418.11	497.73	203.41	751.06	35,291.71	115,020	.3063
8539	Cocoa.....	38	1,061.11	829.20	1,907.05	8,483.25	13,254.86	2,291.85	155.46		1,197.86	488.52	471.82	246.84	905.79	31,383.61	103,990	.3018
8540	Bronson.....	47	682.97	1,277.43	3,179.86	15,420.56	16,319.18	2,768.29	529.78	25.00	1,463.30	699.24	543.40	63.70	1,205.89	44,178.60	126,670	.3488
8541	Moore Haven.....	49	1,138.46	3,689.94	3,368.30	19,185.46	15,408.89	3,708.72	624.27	150.00	1,552.06	551.61	859.60	182.29	1,389.41	51,809.01	135,660	.3819
8543	Bartow.....	41	937.16	3,698.73	2,721.85	12,510.66	16,131.12	3,614.52	301.21	25.00	1,299.91	835.75	639.95	164.67	1,193.56	44,104.09	110,690	.3984
8544	Arcadia.....	44	424.81	2,280.84	2,787.13	12,811.00	16,294.32	2,762.02	4,632.65	150.00	1,409.36	1,610.99	736.50	696.67	1,039.26	47,635.95	119,730	.3979
8545	Deland.....	44	297.62	1,652.52	2,344.26	12,228.57	13,344.30	2,263.25	219.03	25.00	1,386.78	342.61	132.39	459.72	35,229.99	118,790	.2966	
8546	Pensacola.....	38	706.32	1,022.52	2,466.09	11,417.69	15,133.93	3,473.83	185.18	100.00	1,210.82	427.00	557.83	175.99	746.40	37,624.50	101,780	.3697
8547	St. Augustine.....	43	324.60	981.90	2,138.58	14,731.89	14,411.37	2,667.10	661.69	25.00	1,354.23	524.07	390.56	150.81	335.34	38,607.14	118,393	.3397
8548	Tavares.....	51	998.43	1,555.65	2,448.52	17,225.35	16,323.82	2,630.18	1,378.14	100.00	1,627.81	500.36	642.53	816.94	799.63	47,047.36	136,410	.3449
8549	Ft. Lauderdale.....	41	597.47	600.69	1,920.32	13,123.69	13,377.83	2,937.29	272.07	50.00	1,294.85	885.22	545.70	183.94	466.55	36,255.62	108,013	.3597
8550	Fort Pierce.....	42	420.18	792.33	2,584.84	15,405.09	13,411.96	3,659.62	647.64		1,324.41	359.30	541.63	77.83	749.02	39,974.15	109,880	.3638
		1,340	\$18,790.15	\$48,509.50	\$81,636.32	\$420,955.33	\$447,507.81	\$90,142.07	\$17,127.79	\$ 1,805.00	\$42,429.46	\$21,696.87	\$17,991.35	\$ 8,099.54	\$25,494.89	\$1,242,486.08	3,584,960	\$.2466

**STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION**

CONVICTS OPERATING STATEMENT FOR PERIOD JANUARY 1—DECEMBER, 31 1950

Camp No.	Location	Average Number Convicts	Building Maintenance	Building Depreciation	Equipment Operation	Food	Salaries	Clothing and Supplies	Hospital and Drugs	Rewards and Discharges	Overhead Cost Distribution	Utility Service	Laundry, Cleaning Supplies, Disinfectants	Furniture and Fixtures	Miscellaneous Expenses	Cost for Current Year	Productive Labor Hours	Cost Per Hour
8501	Noma	40	45.68	893.82	4,174.78	13,314.32	16,858.02	2,246.60	\$ 354.09	\$ 75.00	\$ 1,809.36	\$ 340.82	\$ 379.75	\$ 68.30	\$ 2,226.14	\$42,786.68	102,270	\$.4184
8502	Zephyrhills	40	158.29	2,278.39	3,378.62	14,309.66	16,816.75	1,496.84	154.75	50.00	1,838.52	793.15	529.22	185.20	346.09	42,335.48	101,110	.4187
8503	Indiantown	60	90.72	1,763.76	3,780.58	19,158.48	19,389.64	2,678.22	628.55	75.00	2,726.94	1,002.04	807.50	174.93	1,147.16	53,423.52	153,820	.3473
8504	E. Palatka	41	8.75	1,978.56	2,129.10	14,431.98	13,317.67	1,847.49	112.90	25.00	1,853.43	468.14	447.05	14.00	443.63	37,077.70	108,230	.3426
8505	Marianna	39	43.63	2,465.21	4,314.54	13,909.61	15,710.20	2,606.64	240.05	50.00	1,800.53	748.76	536.02	203.04	722.92	43,360.45	98,160	.4417
8507	Live Oak	55	1,042.92	797.37	2,924.84	14,685.50	17,739.32	2,030.90	298.35	25.00	2,515.35	1,071.98	521.29	107.76	1,228.50	44,989.08	133,534	.3369
8508	Ocala	46	606.78	3,700.15	3,255.02	17,767.54	17,230.33	2,560.42	362.81	50.00	2,079.41	1,348.52	747.25	108.40	539.65	50,356.28	122,960	.4095
8510	Fort Myers	48	517.08	5,006.34	4,274.25	20,789.73	16,060.07	2,720.35	999.66	75.00	2,167.88	804.38	858.82	177.00	1,261.61	55,742.17	117,065	.4762
8512	Jay	36	142.59	475.18	3,624.00	14,988.28	14,580.35	2,931.37	445.48	75.00	1,635.28	368.58	368.30	207.28	906.14	40,748.73	84,670	.4813
8514	Ranrod Key	29	177.29	2,972.54	7,567.59	11,594.42	13,404.10	1,700.28	205.45	.....	1,317.76	991.84	495.08	148.37	1,562.37	42,137.09	59,940	.7030
8515	Largo*	8	3.36	232.65	530.19	2,944.44	1,855.49	1,600.57	56.24	.....	422.28	434.03	320.36	286.70	264.31	9,040.62	14,440	.6261
8516	Lake City	45	136.07	651.12	2,281.87	13,988.57	19,188.48	2,299.81	101.41	.....	2,044.21	371.76	205.55	.....	1,432.31	42,701.16	111,465	.3831
8520	Brooksville*	4	3.36	283.22	1,757.47	1,331.70	471.84	160.08	163.47	.....	163.47	12.10	163.52	10.00	194.01	4,611.87	4,940	.9336
8526	Homestead	38	73.00	1,275.12	1,896.96	10,409.10	13,919.81	1,571.22	170.07	25.00	1,778.31	604.97	607.75	18.55	1,180.52	33,450.38	95,368	.3511
8528	Gainesville	49	59.09	1,242.83	2,544.07	15,532.73	16,827.06	3,709.08	341.68	75.00	2,278.63	880.12	560.93	141.02	1,057.22	45,209.76	128,300	.3524
8530	Callahan	50	456.50	1,562.55	4,308.21	16,885.44	17,821.50	1,359.50	540.77	.....	2,303.41	923.99	701.75	174.48	480.36	47,518.52	122,287	.3886
8532	Defuniak Springs	48	338.12	1,744.02	4,261.59	16,500.46	18,140.81	1,897.75	534.80	25.00	2,268.38	536.67	526.38	62.55	736.42	47,512.95	119,970	.3960
8534	Oviedo	40	451.75	1,569.12	3,816.32	17,166.86	15,860.55	2,543.42	176.45	25.00	1,820.02	663.22	528.83	10.25	1,109.13	45,749.92	101,290	.4517
8535	Floral City	64	251.39	2,154.48	5,584.20	21,732.49	21,196.32	1,981.13	529.82	50.00	2,919.87	924.47	779.93	58.00	1,360.94	53,523.04	174,000	.3421
8536	Perry	49	731.32	1,478.04	3,475.83	16,559.69	20,023.29	2,773.62	481.17	25.00	2,226.57	1,878.77	710.43	230.28	1,586.69	52,180.80	117,329	.4447
8537	Panama City	38	50.92	1,778.48	4,927.96	13,032.87	15,907.15	2,233.62	384.22	75.00	1,741.68	1,194.41	581.02	56.20	717.64	42,681.27	89,940	.4746
8538	Tallahassee	44	32.32	3,251.28	3,073.87	10,942.73	19,961.76	1,628.27	190.27	225.00	2,002.05	2,083.11	497.00	162.50	186.34	44,277.40	108,970	.4063
8539	Cocoa	42	48.06	936.31	2,710.16	10,897.39	16,106.16	2,290.44	175.23	50.00	1,429.40	600.50	594.70	149.94	735.16	37,223.45	108,940	.3417
8540	Bronson	54	504.26	1,600.07	4,220.72	15,879.41	20,811.71	2,702.21	663.52	200.00	2,434.72	847.10	534.55	203.20	1,453.09	52,054.56	143,784	.3620
8541	Moore Haven	47	404.88	2,514.21	5,977.50	20,025.01	16,811.23	2,842.02	400.49	.....	2,100.67	585.18	851.53	102.00	680.65	53,355.97	116,410	.4583
8543	Bartow	48	12.29	3,811.20	3,120.87	16,999.15	17,228.23	2,527.35	582.29	175.00	2,173.48	189.57	652.20	28.05	864.78	49,164.46	122,430	.4016
8544	Aradacia	41	189.77	3,640.24	2,791.90	13,013.72	18,010.55	2,477.19	228.73	25.00	1,879.22	828.00	651.79	50.00	917.08	44,712.19	103,325	.4327
8545	Defand	49	97.78	1,681.50	3,425.69	15,726.61	17,268.55	2,504.45	196.57	100.00	2,222.94	589.40	378.25	.....	998.48	45,223.22	123,840	.3652
8546	Pensacola	41	165.12	2,052.84	3,246.73	14,126.18	19,772.22	2,530.76	251.07	50.00	1,859.63	591.35	497.55	241.43	1,426.00	46,810.88	102,480	.4568
8547	St. Augustine	39	80.32	1,435.58	2,641.55	17,474.08	15,956.55	2,598.34	190.38	100.00	1,807.48	446.04	562.36	176.40	1,672.01	45,141.09	101,830	.4433
8548	Tavares	52	525.73	2,000.10	3,751.74	20,547.01	18,761.32	1,813.69	798.47	100.00	2,350.00	991.93	641.28	226.06	547.58	53,054.91	122,250	.4105
8549	Ft. Lauderdale	41	160.92	706.98	2,689.05	16,303.70	16,812.69	2,516.84	332.95	125.00	1,854.03	1,155.61	591.36	250.84	986.42	44,486.39	105,244	.4227
8550	Fort Pierce	41	89.46	870.42	2,621.35	16,625.24	17,547.25	3,070.56	463.18	25.00	1,865.99	399.82	410.50	134.58	534.26	44,657.61	100,550	.4441
		1,406	\$ 7,699.88	\$60,523.46	\$113,605.77	\$490,019.87	\$538,295.83	\$74,892.79	\$11,782.55	\$ 1,075.00	\$64,150.20	\$26,470.33	\$18,240.70	\$ 4,177.61	\$31,505.61	\$1,443,330.00	3,528,171	\$.4091

* NOTE—Camp 8515 commenced operation Oct. 1950, Camp 8520—Nov. 1950.

**DIVISION OF PLANS
PLANS FOR ROADS—1949 AND 1950
FEDERAL PROJECTS**

State Job No.	Federal Aid Project No.	County	Road No.	Type	Location	Length in Miles	Width in Feet		Pavement Thickness in Inches
							Pavement	Roadbed	
2602-207	FI-002-3(1)	Alachua	20 & 25	RBST	Alachua to 2.8 Mi. N.W. Paradise	6.281	24	40	8
2602-208	F-002-3(5)	Alachua	20 & 25	RBST	2.8 Mi. N.W. Paradise to 1.3 Mi. N.W.	1.321	24	40	8
2751-250	S-271(1)	Baker	S-127	SBRM	Sanderson 4 Mi. North	4.037	16	26	6
4602-203	F-017-2(1)	Bay	Alt. 30	Soil Cem. Bit. S.T.	15th. St. in Panama City	1.503	24	36	6
4614-201	S-62(1)	Bay	390	SBRM	Panam City Limits to Lynn Haven	4.518	18	28	6
4604-202	F-020-1(2)	Bay	75	Bridges	Bridges N. of Panama City	0.060			
4604-301	FG-020-1(4)	Bay	75	SCST	Overpass N. of Betts	0.471	24	36	8
4604-203	F-020-1(3)	Bay	75	SCST	Replace Bridges	0.491	20 & 24	30 & 40	8
4602-204	F-017-2(4)	Bay	30	Widen & Asph. Conc.	East Bay Bridge 1/4 Mi. N.	1.243	24	40	2 1/2 & 8 1/2
4603-201	F-017-2(4)	Bay	30	Widen & Asph. Conc.	Tyndall Field-East Bay Bridge	2.004	24	40	2 1/2 & 8 1/2
4650-250	S-62(2)	Bay	S-389 & S-390	SBRM	Lynn Haven-Highland City	1.609	18 & 34	28 & Varies	6
4650-250	S-272(1)	Bay	S-389 & S-390	SBRM	Lynn Haven-Highland City	2.582	18	28	6
2852-250	S-273(1)	Bradford	S-235	REST	Brooker to SR 100	8.840	16	26	6
7014-201		Brevard	3	SBRM	Merritt to Courtney	8.653	18	28	6
8651-201	S-62(2)	Broward	S-820	REST	SR 823 3.771 Mi. East	3.771	18	Varies	6
8907-201	UI-026-1(4)	Broward	9	LBAC	Dade Co. Line 3.111 Mi. N.	3.671	2 @ 24 and 26	2 @ 48 & 78	10 1/2
4702-201	S-145(3)	Calhoun	71	SCST	In Blountstown	0.706	17 & 51	Varies & 70	8
4702-202	S-263(1)	Calhoun	71	SCST	In Altha	0.231	32	70	8
4750-250	S-274(1)	Calhoun	S-274	SCST	Chason to Altha	5.167	18 & 36	28 & Varies	6
0104-201	F-034-1(1)	Charlotte	35	RBST	Punta Gorda to Shell Creek	4.115	22	40	6
0151-250	S-275(1)	Charlotte	S-771	Grading	Placida N. East	0.201		28	
0201-302	FGI-011-3(1)	Citrus	45	RBST	Inverness Overhead crossing	0.001	24	50	8
0305-201	S-266(1)	Collier	82	SBRM	Hendry Co. Line to Road 20	7.042	20	24	6
0351-250	S-276(1)	Collier	S-951	SBRM	SR 92 to Big Marco Pass	2.826	20	22	6
2902-201	S-277(1)	Columbia	47	RBST	Santa Fe River to Fort White	4.310	20 & 36	20 & Varies	6
8724-302	UI-026-1(5)	Dade	9	RBAC	Portion of Golden Glades Interchange	0.174	Varies	Varies	10 1/2
8724-204	UGI-026-1(6)	Dade	9	RBAC	Portion of Golden Glades Interchange	0.713	Varies	Varies	10 1/2
8751-250	U-500(1)	Dade	S-826	RBAC & Binder	Road 7 to Road 5 (Golden Glades Road)	3.085	2, @ 24, & 76	76 & 100	10 1/2
8714-201	U-501(1)	Dade		RBAC	NW 79th. St. to Gratigney Road	2.752	73	18	8
8702-203	F-003-2(1)	Dade	5	RBST	Homestead to Princeton	4.821	24	40	8
0451-250	S-278(1)	De Soto	S-661	Widen & Rework RBST	Arcadia North to Hardee Co. Line	7.614	16	26	6
3051-250	S-279(1)	Dixie	S-351	REST	Cross City to 4.125 Mi. NE	4.125	16 & 26	26 & 26	6
7207-208	FI-79(7) Pt. 2	Duval	5	RBAC	Jax to Bayard	12.150	24	44	8
7210-201	U-030-2(1)	Duval	A1A	RBAC	Hogan Road to Barbara St.	0.648	4 24	114	8
7258-250	S-309(1)	Duval	S-213	RBST	Ricker Road to Lenox Ave. (Middleburg Rd.)	2.377	18	28	6
7258-250	S-280(1)	Duval	S-111	SBRM	Duval Rd. at SR 5-Pecan Park Road	3.145	18	28	6
7259-250	S-308(1)	Duval	S-116	RBST	SR 13 to SR 5 (Sunbeam Road)	2.445	18	28	6

DIVISION OF PLANS
PLANS FOR ROADS—1949 AND 1950
FEDERAL PROJECTS

State Job No.	Federal Aid Project No.	County	Road No.	Type	Location	Length in Miles	Width in Feet		Pavement Thickness in Inches
							Pavement	Roadbed	
7257-250	S-281(1)	Duval	S-117	SBRM	SR 10 to Garden St.	3.559	18	28	6
7260-250	S-307(1)	Duval	S-101-A	SBRM	SR 212 to SR A1A	2.496	18	28	6
4805-201	U-502(1)	Escambia	292	SBAC	Barrancas Ave. to Pottery Road	2.875	48 & 64	61 & 80	8
4852-250	S-87(2)	Escambia	S-99	SCST	Barrancas Park to N.	7.991	18	28	6
7302-202	S-195(2)	Flagler	11	SBRM	Intercoastal WW Br. & Appr.	0.247	20	32	6
7351-250	S-282(1)	Flagler	S-305	Grading	Little Haw Creek to Deanville	3.111		28	
4906-202	FHP 14-C1	Franklin	65	SBRM	Buck's Siding to Liberty Co. Line	7.517	18	30	6
4951-250	S-283(1)	Franklin	S-384	Stab. base & ST	End Pav't. to 2 Mi. NW	2.127	16	24	6
4952-250	S-284(1)	Franklin	S-385	Stab. base & ST	SR 30 to Box R Ranch	0.939	16	26	6
5051-250	S-286(1)	Gadsden	S-268	SCST	SR 10 in Grentna to Quincy	4.864	18 & 34	28 & 42	6
5053-250	S-285(1)	Gadsden	S-157	SCST	3 Mi. N. Och. River to Ga. State Line	4.390	18	28	6
3104-201	F-016-1(2)	Gilchrist	55	RBST	Fanning Springs to Levy County Line	0.610	24	40	6
3105-201	S-271	Gilchrist	47	RBST	Santa Fe River South	0.594	20	30	6
5151-250	S-312(1)	Gulf	S-22	SBRM	SR 71 to Dead Lake	2.061	16	26	6
5101-202	F-017-2(2)	Gulf	30	SBRM	In St. Joe	0.617	Varies, 52, 60	Varies, 70, 80	8
3205-201	S-160(2)	Hamilton	6	SBRM	Approaches to Withlacoochee River	1.009	20	36	6
3202-202	S-44(2)	Hamilton	135	RBST	7.3 Mi. NE White Springs to Road No. 6	7.070	16	26	6
3201-205	FI-002-3(4)	Hamilton	25 & 100	RBST, Rework, Widen	White Springs to Genoa	5.922	24	40	8
3251-250	S-287(1)	Hamilton	S-51	RBST	1 Mi. N. Jasper to Ga. State Line	5.943	16	26	6
0652-250	S-305(1)	Hardee	664-A	RBST	SR 664 E. 3.131 Mi. to SR 664	3.131	16	26	6
0603-201	S-112(2)	Hardee	64	RBST	7 Mi. E. Wauchula to Highland Co. Line	8.606	20	30	6
0652-250	S-268(1)	Hardee	664	RBST	SR 664-A to Bowling Green	1.637	16	26	6
0703-201	F-019-2(1)	Hendry	25 & 80	RBST	Whiddens Corner to Clewiston	8.711	24	40	8
0708-201	S-225(1)	Hendry	833	Grading	Devils Garden to Approx. 1 Mi. South of SR 80	7.446		26	
0753-250	S-313(1)	Hendry	S-832	Grading	Clewiston South	4.887		30	
0805-201	F-022-2(1)	Hernando	50	RBST	1½ Mi. N. Clear Lake to Brooksville	5.630	24 & 40	40 & 60	8
0805-201	F-031-1(3)	Hernando	50	RBST	From F-022-2(1) South	0.764	24	40	8
0807-201	F-022-2(7)	Hernando	50	RBST	Road 41 to Withlacoochee R. except O.H.	5.239	24	40	8
0807-301	FG-022-2(8)	Hernando	50	RBST	O.H. at Rital	0.473	16 & 24	26 & 40	6 & 8
0908-201	S-112(2)	Highlands	64	RBST	Hardee Co. Line to Avon Park	3.076	20	30	6
1007-202	S-226(1)	Hillborough	39	RBST	Hopewell to Plant City	4.534	22	34	8
1052-250	S-289(1)	Hillborough	S-587	RB SA Hot Mix	Armenia & Waters to 9 Mi. NE	7.958	20	30	6
1006-203	F-011-2(26)	Hillborough	45	RBST	Alafia River Bridge and Appr.	1.002	24	40	8
1055-250	S-310(1)	Hillborough	579	RBST	SR 574 to SR 41	5.263	18	28	6
5252-250	S-290(1)	Holmes	S-173	SCST	Bonifay to 4.16 Mi. N.	4.160	18	28	6
8803-201	S-267(1)	Indian River	502	RBST	Vero Beach Bridge Approaches	0.774	36 & 24	40 & Varies	6
8801-302	FGI-003-4(15)	Indian River	5	SBRM	Oslo Overpass and Appr.	0.577	20	32	6

8807-250	S-291(1)	Indian River	A1A	SBRM	St. Lucie Co. Line to Vero Beach	7.129	20	32	6
8853-250	S-292(1)	Indian River	S-505	MBST	SR 60 to SR 510	7.546	18	Varies	6
5302-206	FI-006-3(1)	Jackson	10	SCST	Cypress to Sneads	9.689	24 & 64	40 & 100	8
5305-301	FG-004-1(1)	Jackson	75	SCST	Campbellton O.H.	0.435	18 & 24	24 & 36	6
5352-250	S-314(1)	Jackson	S-167	SCST	1200' to 1400' S. Dry Creek N. 3.253 Mi.	3.253	20	30	6
5352-250	S-315(1)	Jackson	S-167	SCST	1.794 Mi. S. of SR 276 to SR 276	1.794	20	30	6
5403-301	FG-032-1(1)	Jefferson	57	SCST	Drifton O. H.	0.389	24	40	6
5410-201	S-264(1)	Jefferson	146	SCST	Monticello to Approx. 7 Mi. NE	7.042	30 & 18	Varies & 38	6
5450-250	S-264(2)	Jefferson	S-146	SCST	7 Mi. E. Monticello to Ashville	7.323	18	30	6
5401-205	FI-006-4(3)	Jefferson	10	AC Surf. Course	Monticello to Aucilla River	9.105	24	40	11
3301-201	F-028-1(1)	Lafayette	20	RBST	Taylor Co. Line to 0.060 Mi. East	0.060	20	32	6
3352-250	S-293(1)	Lafayette	S-53	RBST	SR 20 to 4 Mi. West	4.218	16	24	6
1101-206	S-20(2)	Lake	44	RBST	Sumter Co. Line to Leesburg	4.161	24 & 43	40 & Varies	6 & 8
1120-205	F-019-3(1)	Lake	25	RBAC	Minneola to 9.4 Mi. N	9.469	Varies	Varies	10½
1119-201	S-259(1)	Lake	19	Grading	Pittman to Marion Co. Line	9.633		32	
1120-206	F-019-3(7)	Lake	25	RBAC	9.4 Mi. N. Minneola to 2 Mi. S. Leesburg	7.459	24	40	10½
1107-201	F-022-2(2)	Lake	50	RBST	Sumter Co. Line West 0.55 Miles	0.550	24	40	8
1107-202	F-022-2(9)	Lake	50	RBAC	Clermont to Orange Co. Line	5.186	24 & 35	51	10½
1201-201	F-012-1(1)	Lee	45	RBST	Br. & Rd. Sections MP 7.067 to 19.923	2.785	20 & 24	40	6
5551-250	S-316(1)	Leon	S-59	SCST	Microsukee to Ga. State Line	6.121	18	28	6
3401-201	F-016-1(2)	Levy	55	RBST	Gilchrist Co. Line to Chiefland	8.177	24	40	6
5606-201	S-38(2)	Liberty	67	SCST	Telogia to 8 Mi. SE	8.145	16	26	6
5604-203	FH-14-C(2)	Liberty	65	SBRM	Sumatra to Wilma	11.180	18 & 40	30 & Varies	6
5651-250	S-142(2)	Liberty	S-379	SCST	Little Gulley Cr. (Orange) Lake Mystic	7.024	18	28	6
3502-202	S-190(2)	Madison	6	SBRM	Appr. Withlacoochee River	0.364	20 & 24	36	6
3503-202	F-016-2(4)	Madison	20	Drainage & RBST	Replace Bridges	0.017			
3551-250	S-293(2)	Madison	S-255	RBST	Lee to 7.1 Mi. North	7.097	16	26	6
1311-201	S-31(1)	Manatee	675	Grading & Drainage	Road 64 to Parrish (Bridges & Apprs.)	0.705		33	
1304-201	S-269(1)	Manatee	684	RBST	Cortez to Road No. 45	7.133	22	34	6
1351-250	S-31(2)	Manatee	S-675	SBRM	SR 43 to 9.8 Mi. SE	9.757	16	26	6
3602-201	S-233(1)	Marion	314	SCST	SR 40 to Salt Springs	18.472	17, 18	28	6
3609-201	S-259(1)	Marion	19	Grading	SR 40 to Lake Co. Line	0.240		32	
3601-302	FG-002-2(6)	Marion	25 & 500	RBAC	Underpass and Approaches	0.331	2 @ 24	Varies	10½
3601-202	U-002-2(8)	Marion	25 & 500	RBAC	S. City Limits Ocala to 10th. St.	0.509	2 @ 32	Varies	10½
3603-202	UI-002-2(5)	Marion	500 & 25	RBAC	Relocation thru Ocala	0.624	60	100	8
3603-203	FI-002-2(2)	Marion	500 & 25	RBAC	Relocation thru Ocala	0.877	48	Varies	8
3603-301	UGI-002-2(4)	Marion	500 & 25	RBAC	Relocation thru Ocala	0.341	48	Varies	8
3603-302	FGI-002-2(3)	Marion	500 & 25	RBAC	Relocation thru Ocala	0.596	48	Varies	8
3651-250	S-294(1)	Marion	S-328	RBST	SR 45 to SR 40	7.866	16	26	6
3601-203	F-002-2(1)	Marion	25 & 500	RBAC	Bellevue to Ocala	7.575	24, 2 @ 24	40 & 2 @ 40	10½
3601-201	F-002-2(7)	Marion	500 & 25	RBAC	A Pt. Approx. 1.5 Mi. S. of Ocala-S. City L. (Less Job 3601-202)	1.153	2 @ 24	Varies	10½
8905-201	S-162(2)	Martin	15	RBST	Palm Beach Co. Line to 9.986 Mi. N.	9.930	22	32	6
8951-250	S-205(1)	Martin	S-708	RBST	3.8 Mi. West to SR No. 5	3.794	16	26	6
9052-250	S-296(1)	Monroe	S-905	Rework & ST	SR No. 5 to 12 Mi. North	11.279	16	26	
7451-250	S-279(1)	Nassau	108	RBST	Callahan to 5.165 Mi. West	5.249	19	29	6
5701-203	FI-006-1(1)	Okaloosa	10	SCST	Santa Rosa Co. Line to Walton Co. Line	16.318	24	40	6
5701-202	FI-006-1(3)	Okaloosa	10	SCST	Milligan to Shoal River	7.884	24 & 64	40, 42, & 80	6 & 8
5752-250	S-317(1)	Okaloosa	S-4 A	SCST	SR No. 4 to SR No. 189	2.560	18	28	6

DIVISION OF PLANS
PLANS FOR ROADS—1949 AND 1950
FEDERAL PROJECTS

State Job No.	Federal Aid Project No.	County	Road No.	Type	Location	Length in Miles	Width in Feet		Pavement Thickness in Inches
							Pavement	Roadbed	
9107-202	S-160(3)	Okeechobee	70	RBST	SAL RR to Taylor Cr. in Okeechobee	0.926	54	70	8
9152-250	S-318(1)	Okeechobee	S-15-A	SBRM	SR No. 15 to SR No. 710	0.875	18	28	6
7505-202	F-022-2(5)	Orange	50	REST	Colonial Dr. in Orlando	0.691	60	Varies	8
7505-204	F-022-2(4)	Orange	50	RBST	Tildenville to Minerville	4.244	24	40	8
7554-250	S-196(2)	Orange	520	Grading	Section SE of Bithlo	6.723		40	
7505-203	F-022-2(3)	Orange	50	RBST	Lake Co. Line to SR No. 208	3.081	24	40	8
9250-250	S-240(1)	Osceola	530	SBRM	4.5 Mi. NE Kissimmee to SR No. 15	7.615	16	26	6
9312-201	F-024-2(1)	Palm Beach	80	REST	20 Mi. Bend to 4.977 Mi. E.	5.012	22	38	8
9353-250	S-221(1)	Palm Beach	S-812	RBST	SR 809 to Lake Osborn	1.523	18	28	6
9354-250	S-298(1)	Palm Beach	S-808	RBST	E. Canal No. 2 to End Pres. Pavement	1.543	18	28	6
9356-250	S-322(1)	Palm Beach	S-827	Widen & Resurf.	Okeelanta to 1.2 Mi. East	1.196	18		
9351-250	S-319(1)	Palm Beach	S-702	SEST	SR 809 to W. Limits of W. Palm Beach	1.520	20	32	10
9352-250	S-320(1)	Palm Beach	S-704	RBST	4.5 Mi. W. SR 809 to 2.5 Mi. W. SR 809	2.039	22	34	6
9312-202	F-024-2(2)	Palm Beach	80	Drainage	Bridges No. 46, 47, 48	0.059			
1412-201	S-256(1)	Pasco	52	RBST	San Antonio to Dade City	5.164	20	36	6
1407-201	F-031-1(2)	Pasco	35	RBST	Polk Co. Line to Dade City	7.790	20 & 24	36 & 40	8
1407-302	FG-031-1(4)	Pasco	35	RBST	Richland Overpass	0.429	24	40	8
1515-303	FG-025-1(7)	Pinellas	55	RBAC	Seaboard O.X. East of Coachman	0.513	24	40	8
1515-203	F-025-1(6)	Pinellas	55	RBST	SR 60 to Tarpon Springs	13.077	24	40	8
1551-250	S-18(2)	Pinellas	694	RBST	SR 55 to SR 693	3.565	24	40	6
1515-204	F-025-1(7)	Pinellas	55	Cement Conc. Pavt	Pinellas Park to SR 60	9.283	24	40	7
1618-203	F-019-3(5)	Polk	25	RBAC	Haines City to approx 9.4 Mi. N.	9.363	24	40	8
1621-201	F-031-1(1)	Polk	35	RBST	Lakeland to Providence	7.386	24 & 40	40 & 56	8
1618-303	FG-019-3(6)	Polk	25	RBAC	Haines City Interchange	0.555	24	40	8
1651-250	S-299(1)	Polk	630	Widen & SA Surf.	Ft. Mead to Frostproof	19.121	20	30	1½
1611-201	F-033-1(3)	Polk	60	RBST	Replace Bridges	0.204	22	40	6
1608-201	S-257-1	Polk	540	RBST	Eloise SAL Crossing Elimination	0.521	22	36	6
7606-201	S-22(3)	Putnam	206	RBST	Orange Mills to St. Johns Co. Line	3.074	22	34	6
7601-204	F-021-1(1)	Putnam	15	RBST	Through Crescent City	2.260	24 & 60	40 & Varies	8
7602-202	S-22(5)	Putnam	206	RBST	E. Palatka to 3.6 Mi. N.	3.563	22	34	6
7851-250	S-301(1)	St. Johns	S-210	SBRM	Durlin, East 5.746 Mi.	5.746	18	28	6
7805-201	S-22(3)	St. Johns	206	RBST	Putnam Co. Line to Hastings	0.544	22	34	6
7804-201	F-030-1(1)	St. Johns	A1A	RBST	Matanzas Br. to St. Augustine Road	8.026	24	40	6
9401-204	FI-003-4(14)	St. Lucie	5	RBAC	Ft. Pierce North	6.634	24	40	6
9401-302	FGI-003-4(15)	St. Lucie	5	RBAC	Oso Overpass Appr.	0.128	24	42	8
9451-250	S-291(2)	St. Lucie	A1A	SBRM & Widen	Ft. Pierce to Indian R. Co. Line	5.182	20	32	2
5801-209	FI-006-1(5)	Santa Rosa	10	Cement Conc. Pavt	Replace Bridges	0.228	22	42	7 & 9
5851-250	S-303(1)	Santa Rosa	S-191	SCST	Munson to Ala. State Line	10.695	18	28	6
5801-208	FI-006-1(4)	Santa Rosa	10	SCST	End S. C. Base to Okaloosa Co. Line	9.178	24	40	8

1702-201	F-011-2(25)	Sarasota	45	Drainage Struct	widen Bridges Sarasota to Venice	0.164			
1753-250	S-243(1)	Sarasota	782	SA Hot Mix	SR No. 45 to SR No. 72	6.610	18	30	6
1701-203	F-011-1(2)	Sarasota	45	REST	Venice to Myakka River	10.799	24	40	6
7704-201	S-3(3)	Seminole	46	SBRM	Lake Jeesup Br. & Apprs.	0.661	20 & 36	36	6
1806-201	S-137(3)	Sumter	48	REBT	Bushnell to Bevilas Corner	4.061	Varies	Varies	6
1802-201	F-022-2(2)	Sumter	50	REST	SR 471 to Seaboard Air Line RR	5.701	24	40	8
1802-301	FG-022-2(6)	Sumter	50	REST	SAL RR Overpass	0.454	24	40	8
1806-202	F-022-2(2)	Sumter	50	REST	SAL RR to Lake Co. Line	0.282	24	40	8
3751-250	S-323(1)	Suwannee	S-249	REST	Live Oak to Suwannee River	11.399	16	26	6
3803-201	F-028-1(1)	Taylor	20	REST	Fenholloway to Lafayette Co. Line	7.967	20	32	6
3801-203	F-016-2(2)	Taylor	55	Drainage & REBT	Replace Bridges	0.085			
3802-201	F-016-2(3)	Taylor	20	Drainage & REST	Replace Bridges	0.201			
3051-250	S-271(2)	Union	S-229	REBT	Bradford Co. Line to Raiford	2.121	16	22	6
3052-250	S-326(1)	Union	S-231	REBT	Bradford Co. Line to Lake Butler	2.060	16	26	6
7902-201	S-3(3)	Volusia	46	SBRM	L. Jeesup Bridge to Seminole Co. Line	0.104	20 & 36	36	6
7904-203	F-010-1(2)	Volusia	15	RBAC	N. Limits Delayed to 0.827 Mi. North	0.821	2 @ 32	100	10 1/2
7905-202	F-021-1(2)	Volusia	15	RBAC	SR 600 to 0.173 Mi. North	0.173	2 @ 32	100	10 1/2
7903-207	UI-003-6(1)	Volusia	5	RBAC	Ridgewood Ave.	3.006	2 @ 32	100	10 1/2
7907-201	S-261(1)	Volusia	40	Grading	Sections W. of New Smyrna	10.616		36	
6002-201	F-017-1(1)	Walton	30	Drainage	Replace Bridges 57, 58, 59, 60, 61	0.043			
6052-250	S-213(2)	Walton	S-2	ECST	Jackson Still to SR No. 83	5.053	20	30	6
6001-201	FI-006-2(1)	Walton	10	SCST	Okaloosa Co. Line to East	18.049	24	40	6 & 8
6111-201	S-203(1)	Washington	279	SCST	SR 79 to SR 10 in Caryville	5.794	16 & 32	26 & Varies	6
6101-205	FI-006-2(3)	Washington	10	Grading	Br. Apprs. Holmes and Alligator Creeks	0.254		44	
6152-250	S-328(1)	Washington	S-284	ECST	Hinsons Cross Road to 5 Mi. S.	5.099	16	26	6

DIVISION OF PLANS
PLANS FOR ROADS—1949 AND 1950
STATE JOBS

State Job No.	County	Road No.	Type	Location	Length in Miles	Width in Feet		Pavement Thickness in Inches
						Pavement	Roadbed	
2618-108	Alachua		RBST	Sts. in Florida Farm Colony		12, 16, 18		6
2614-104	Alachua	241	SBRM with Bit. ST	Santa Fe R. Br. & Appr	0.592	20	30	6
2601-106	Alachua	25	Retread	Marion Co. Line to Micanopy	3.068	22 to 38		1
2650-150	Alachua	235	RPST	Alachua to Newberry	11.503	20	30	6
2602-110	Alachua	20	RBST	N. 1st. Ave. in High Springs	1.189	24 & 40	40 & 60	8
2618-110	Alachua		Drainage	9th. St. Drainage in Gainesville				
2706-101	Baker	127	Grading	SR 125 to Baxter	10.079		26	
2703-107	Baker	23	REST	In Macelenny	0.402	40	66	6
2753-151	Baker	S-231	Drainage	Bridge over Olustee Creek				
4602-110	Bay	30	SBRM	Martins Bayou	0.431	20	40	6
4604-110	Bay	75	SCST & Widen	Panama City to Bayou George	8.538	24	36	6 & 12
4604-111	Bay	75	SCST	Apprs. to Bridges N. of Panama City	0.419	24	40	6 to 12
4600-102	Bay		Concrete	Tarpon Br. & Apprs. in Panama City	0.135	Varies	Varies	7
4651-150	Bay	Co.-51	SBRM Widen & Retr.	SR 30 to SR 75	2.466	40	62	2 & 6
4602-113	Bay	30	Concrete	Struct. & Appr. at Lake Caroline	0.053	30	40	7
4602-114	Bay	30	Widen & Asph. Conc.	1/4 Mi. NE Bay Br. to Sherman Ave	2.808	24	36	2 1/2 & 8 1/2
4614-104	Bay	350-A	Shell B. with Retr. Surf.	SR 30 to SR 390	1.973	18	28	6
4616-101	Bay	30-A	Grading	Phillips Inlet-W. Bay Br.	14.30		40	
4614-101	Bay	390	SBRM	SR 30 in Panama City to City Limits	0.825	34		6
2811-102	Bradford	225	Grading	SR 100 to SR 16	6.483		30	
2805-103	Bradford	230	Bit. Retr.	In Starke	0.11	40		1
2801-111	Bradford	200	Bit. Retr.	MP 8.080 to MP 8.190	0.110	40		1
2801-901	Bradford	200	Min. Seal Coat	MP 4.035-8.080 & 8.190-20.302	16.075	Varies		
2802-901	Bradford	100	Bit. Surf. Treat	In Starke	0.427	Varies		
2801-112	Bradford	200	RBAC	SR 230 to N. Limits Starke	0.817	64	74	10 1/2
7006-903	Brevard	A1A	Min. Seal	Approx. 9.75 Mi. S-Melbourne Beach	9.746	18		
7008-103	Brevard	A1A	SBRM	SR 520 to Coast Guard Station	5.739	18	28	6
7012-101	Brevard	3 & 518	SBRM	Eau Gallie E. across Indian River	1.495	24	40	8
7052-150	Brevard	S-511 & S-509	Min. Seal & SBRM	SR 515 to Eau Gallie	12.681	18 1/2	28 1/2	3 1/2-6
7001-902	Brevard	5	Stab. & Sprig. Shoulders	Indian River Co. Line to MP 13. 700	10.50		34	
7002-903	Brevard	5	Stab. & Sprig. Shoulders	Eau Gallie to 9.392 Mi. NW	7.600		34	
7003-902	Brevard	5	Stab. & Sprig. Shoulders	Indian River City to 9.2 Mi. NW	5.200		34	
8605-108	Broward	A1A	RBAC & Widen	Ft. Lauderdale to Pompano	7.572	24	36	6 & 8
8612-104	Broward	810	Asph. Conc.	In Deerfield Beach	0.495	38		1
8610-106	Broward	7	Asph. Conc.	Dade Co. Line to SR 814	16.860	22	32	1 1/4
8614-102	Broward		R.B. Min. Seal	Pompano State Market				
8619-103	Broward	823	RBST	Br. & Appr. @ S. New R. Canal	0.308	18	30	6
8613-104	Broward	814	Rework & Widen RBAC	Sections in Pompano	1.844	24	36	1
8600-105	Broward		RB Min. Seal	In Hugh Taylor Birch St. Park		Varies	Varies	6
8601-108	Broward	5	RBAC Widen	In Dania	1.260	64	82	10 1/2
8605-103	Broward	A1A	Patching & Surf. Feathering	Los Olas Blvd. in Ft. Lauderdale	1.682			
4701-903	Calhoun	20	Retreatment	Clarksville to Blountstown	8.777	20		
4702-904	Calhoun	71	Retreatment	Blountstown NW	5.720	20		
4702-111	Calhoun	71	SCST	Gulf Co. Line to 12.444 Mi. N	11.591	22	32	6
4750-150	Calhoun	S-274	SCST	Apprs. to Chipola River Br	0.206	18	28	6
0201-902	Citrus	45	Min. Seal	Floral City to Inverness	5.725	22 & 28		

0201-903	Citrus	45	Min. Seal	Inverness to Marion Co. Line	16.492	Varies		
0201-904	Citrus	45	Min. Seal	Hernando Co. Line to Floral City	6.000	22		
0208-102	Citrus	491	Grading	Lecanto to Holder	9.570		30	
0210-102	Citrus	485	Sprigging	Hernando Co. Line to SR 55	3.382			
0210-103	Citrus	485	Drainage	Hernando Co. Line to SR 55				
0255-950	Citrus	490	Min. Seal	Homosassa to Homosassa Springs	3.47	16		
0201-113	Citrus	45	Stab. Shoulders	Hernando Co. Line to Withlacoochee River	27.88			
0203-111	Citrus	55	RBAC	SR 480 to Crystal River	13.15	24	40	101 ₂
0205-107	Citrus	44	SA Widen & Rework	Crystal River to Inverness	17.537	20	32	6
0204-901	Citrus	200	Sprig. & Stab. Shoulders	Hernando Co. Line to Marion Co. Line	6.624		34	
0205-902	Citrus	44	Sprig. & Stab. Shoulders	Inverness to Sumter Co. Line	6.791		32 & 34	
7103-901	Clay	200	Min. Seal	Bradford Co. Line to Duval Co. Line	5.675	22		
7107-111	Clay	21	SA Hot Mix	Inters. Rds. 21 & 215-Duval Co. Line	14.426	22		2
7100-101	Clay		SCST	SR 100 to 1.008 Mi. South	1.008	16	26	6
7152-150	Clay	Co. 52	SCST	SR 100 to 4.214 Mi. East	4.214	16	22	6
7105-902	Clay	16	Min. Seal	MP 4.610 to MP 10.408	5.798	2 @ 24		
7108-901	Clay	230	Min. Seal on Exist. Pavt.	Bradford Co. Line to Blanding	3.004	24		
7109-901	Clay	230	Min. Seal	MP 0.00 to MP 1.649	1.649	24		
7151-150	Clay	S-214	SBRM	4 Mi. SW SR 15 to SR 15	3.902	16	26	6
0306-902	Collier	92	Min. Seal	In Collier City	5.043	16 & 20		
0308-902	Collier	29	Min. Seal	Arazel to Imokalee	10.128	20		
0354-150	Collier	S-840	RBST	SR 29 to Hendry Co. Line	4.694	18	28	6
0307-151	Collier	29	RBST	In Everglades	0.782	24 & 48	48 & 88	6
2975-103	Columbia	131	LR Stab. BST	Rd. 25 (Approx. 3 Mi. NW L. City 5.251 Mi. N.)	5.251	16	26	
2901-106	Columbia	10	Rework & Widen BST	Suwannee Co. Line to Lake City	9.040	24		8
2975-102	Columbia	245	RBST	Olustee Cr. to SR 100	12.217	16	26	6
2975-104	Columbia	250	RBST	Suwannee Co. Line to Lake City	10.735	16	26	6
2950-101	Columbia (Pt. 1)	6	Drainage	Hamilton Co. Line to SR 47	2.819			
2950-101	Columbia (Pt. 2)	6	SBRM	Hamilton Co. Line to SR 47	2.819	20	30	6
2954-150	Columbia	S-240	RBST	SR 47 to 3.577 Mi. North	3.577	16	26	6
8703-106	Dade	5	RBSA Retread	39th. St. in Miami to 123rd. St.	5.489	80		1
8708-105	Dade	828	RBSA Retread	Ile of Normandy to 1.7 Mi. W.	0.670	36 & Varies		1
8714-107	Dade	7	Drainage	Sta. 0+99 on NW 7 Ave.-Sta. 6+99	0.114			
8714-108	Dade	7	Rework RBAC	Broward Co. Line to 0.910 Mi. S.	0.910	22	32	13 ₄
8700-105	Dade		RB with Min. Seal	Paving @ Dade Co. Armory				6
8714-109	Dade	9	RBAC	Portion of Golden Glades Interchange	0.247	24	40	101 ₂
0400-103	DeSoto	70	Bit. Retr. Min. Seal	In Arcadia	0.514	24, 30 & 35.5		
0450-150	DeSoto		ACST	Streets in Arcadia	5.514	20-36		1
0406-102	DeSoto	72	SBRM	Sarasota Co. Line to Horse Creek	4.153	18	28	6
0401-107	DeSoto	31	RBST	Bridge over Prairie Creek	0.208	20 & 24	40	6
3075-101	Dixie	349	SBRM	Demory Hills to 12.983 Mi. N	12.983	18	28	6
3075-104	Dixie	357	SBRM	Lafayette Co. Line South	1.456	16	26	6
3053-150	Dixie	S-351	Rework RBST	Shelton to Cross City	19.681	17		
3054-150	Dixie	S-358	Rework RBST	Steward City to SR 55	6.406	16		
3001-113	Dixie	55	RBAC	Oldtown to Suwannee River	3.452	24	40	6
3001-114	Dixie	55	RBAC	Cross City to Oldtown	8.78	24	40	6
7210-106	Duval	A1A	Drainage	In Neptune Beach				
7214-901	Duval	200	Min. Seal	Clay Co. Line to Maxville	1.070	22		
7214-109	Duval	200	Retread ACS	Baldwin to Nassau Co. Line	4.596	26		1
7219-111	Duval	212	RBST	Pablo Cr. Apprs	1.280	48	64	8
7205-110	Duval	211	ACST	Ortega River to Abordeen St.	1.574	Varies	Varies	13 ₂
7212-104	Duval	15	ACST	SR 228 to Stockton St.	0.916	30	Varies	13 ₄
7217-902	Duval	21	Bit. Seal Coat	0.2 Mi. W. Rd. 15 to 1.4 Mi. South	1.404	40		
7219-112	Duval	212	RBST	In Jacksonville Beach (A1A to 1st. St.)	0.140	61	Varies	8
7254-150	Duval	Co. 54	Retread Min. Seal	SR 13 to SR A1A	5.088	18		
7253-950	Duval	Co. 53	Bit. S. Retreat	SR 21 to Edgewood Ave.	2.955	20-23		

DIVISION OF PLANS
PLANS FOR ROADS—1949 AND 1950
STATE JOBS (Continued)

State Job No.	County	Road No.	Type	Location	Length in Miles	Width in Feet		Pavement Thickness in Inches
						Pavement	Roadbed	
7251-150	Duval	Co. 51	Retread Min. Seal.	SR 5 to SR 105	3.518	17		
7252-150	Duval	Co. 52	Retread Min. Seal.	SR 228 to SR 115	7.545	Varies		1
7214-110	Duval	200	Retread Surf. Cse.	SR 226 (S. of Maxville) to Baldwin	7.082	22		1
7258-150	Duval	S-213	RBST	Jacksonville Heights to Middleburg Rd.	1.393	18	28	6
7225-108	Duval	105	RBST or SBST	SR 5 to 5.3 Mi. East	4.55	20	32	6 or 8
7253-951	Duval	S-21	ST & Drainage	SR 21 to San Juan Ave. (along Cassat)	0.416	18		
7257-150	Duval	S-117	SBRM	Jones Road to Kings Road	1.874	18	28	6
7215-104	Duval	115	RBST	Ribault River Br. & Apprs.	0.408	24	40	8 or 6
7225-107	Duval	105	Alt. Shell or RBST	Sisters Cr. Br. & Apprs.	2.347	20	40	6 or 8
7219-114	Duval	212	Drainage	Pablo Cr. Apprs. (Drainage)				
4801-903	Escambia	10	Bit. Surf. Treat.	MP 2.447 to MP 9.000	6.553	22		
4851-150	Escambia	S-289	Bit. S.T.	9th. Ave. to Gull Point	4.30	18	23	
4811-901	Escambia	258	Sheet Pile	1½ Mi. NE Rd. 297 (Piling & Blkhds.)				
4807-102	Escambia	291	SCST	Jordan St. to Davis Highway	1.169	24 & 40	40 & 60	8
7302-902	Flagler	11	Min. Seal Coat.	Bunnell to Flagler Beach	7.910	20 & 40		6
7306-101	Flagler	304	SBRM	Deenville to Codys Corner	2.519	18	28	8
4902-901	Franklin	370	Min. Seal	From Rd. 30 Pelisrula Pt. & Bald Pt.	11.566	18 & 20		
4953-150	Franklin	Co. 53	Shell B. ST	East Point to Gorrie Br.	1.882	16	26	4 (Ave.)
4950-150	Franklin	S-67	Shell B. ST	Harbesen City to Crooked River	2.746	16	26	6
5005-101	Gadsden	12	Retreatment	Liberty Co. Line to SR 10	12.860	20	40	
5052-150	Gadsden	S-12A	SCST	Havara to SR 157	2.547	18	28	6
5051-150	Gadsden	S-268	ECST	0.3 Mi. W. of SR 10 in Greta SR 10	0.303	18	28	6
5050-150	Gadsden	S-65-A	FCST	SR 12 to Greta	2.845	16	26	6
5015-102	Gadsden		SCST	Farmers Market, Quincy				
3103-107	Gilchrist	49	RBST	Levy Co. Line to Trenton	1.775	20	36	6
3105-103	Gilchrist	47	Bit. Surf. Tr.	Trenton North	17.769	20		
3102-108	Gilchrist	49	SA Hot Mix	Trenton to Bell	10.3	20		1
3102-110	Gilchrist	49	FA Hot Mix	Bell to Suwannee Co. Line	10.551	20		
3106-101	Gilchrist		REST	Main St. Trenton to Gulf Co-op. Mar	0.409	18	Varies	6
3101-104	Gilchrist	26	Drainage	Trenton to Newberry (Structures)				
3103-109	Gilchrist	339	RB Sand Asph.	Levy Co. Line to SR 49	2.235	18	30	4
0551-151	Glades	S-721	Bridge	Br. over Indian Prairie Canal	0.034			
0504-103	Glades	78	REST	Convict Campa at Citrus Cent.-Rd. 25	5.988	16	28	6
5175-104	Gulf		SBRM	Streets in Beacon Hill	0.576	18	26	6
5103-104	Gulf	22	SCST	In Wewahitchka	0.119	40	Varies	8
5102-111	Gulf	71	SCST	Thru Wewahitchka	0.947	48	Varies	8
5101-105	Gulf	30	SBRM	In Port St. Joe	0.604	60	110	8
5101-904	Gulf	30	Steel Piling, 4-in. Conc.	Seawalls & Slope Pavement	0.453			
3207-101	Hamilton	143	Stab. Base ST	SW Jennings to Ga. State Line	3.836	16, 36, 40		6
3200-102	Hamilton	Co. 50	SBRM	Wills St. in Jasper to SR 51	0.822	18 & Varies	28 & Varies	6
3209-102	Hamilton		SBRM	Dr. at Stephen Foster Memorial	0.821	20	36	6
3206-105	Hamilton Pt. 1	6	Drainage	SR 135 to Columbia Co. Line	1.050			
3206-105	Hamilton Pt. 2	6	SBRM	SR 135 to Columbia Co. Line	1.050	20	30	6

0651-150	Hardee	S-661	Min. Seal	SR 64 to Vandolah Road	3.500	15		
0601-117	Hardee	35	Min. Seal	Zolfo Springs to Wauchula	3.050	22		
0603-901	Hardee	650	Bit. Surf. Treat	Wauchula to SR 64	6.810	21 & 40		
0701-905	Hendry	80	Surf. Treat	Lee Co. Line to a Pt. in Labelle	8.986	21		
0801-901	Hernando	45	Min. Seal	Brooksville to Citrus Co. Line	8.742	22		
0801-111	Hernando	45	Retread	Brooksville to Citrus Co. Line	8.742	22		
0808-103	Hernando	485	RLST	Brooksville to 3 Mi. NW	2.820	24 & 40	40 & 45	8
0804-107	Hernando	50	Sprigging	Bayport to SR 55	6.564			
0804-108	Hernando	50	Drainage	Bayport to SR 55				
0808-105	Hernando	485	Drainage	3 Mi. N. Brooksville to Citrus Co. Line				
0808-104	Hernando	485	Sprigging	3 Mi. N. Brooksville to Citrus Co. Line	10.100			
0853-150	Hernando	S-39	REST	Pasco Co. Line to SR 50	2.455	24	40	8
0951-150	Highlands	66	Grading	Lorida to Ft. Bassenger	6.364		40	
0954-101	Highlands	S-634	Min. Seal	Highland Hammock S. P. to SR 25	4.250	16		
0904-109	Highlands	17 & 64	Min. Seal	MP 4378-MP 7.320 & MP 10.544-11.145	3.533	20, 27, 29		
0903-107	Highlands	25	Min. Seal	SR S 634 to Lakeview Dr. in Sebring	2.100	30		
0951-151	Highlands	66	Grading	6.9 Mi. W. to Fort Bassenger	6.865		40	
1006-108	Hillsborough	45	Drainage Str.	At Manatee Co. Line				
1011-105	Hillsborough	60	Rework & Widen ST.	0.7 Mi. W. Rd. 43 to 1.7 Mi. E. Rd. 43	1.401	24	34	
1000-115	Hillsborough	589	AC Type II	SR 600 to 0.5 Mi. East	0.500	28 & 30		
1008-107	Hillsborough	600-A	RBAC	Gandy Blvd. to Euclid	1.020	24	40	8
1002-105	Hillsborough	685	AC Surf. Cse	SR 600 to Hillsboro River	1.691	40		1
1008-110	Hillsborough	685	AC Surf. Cse	MP 0.00 to MP 0.982	0.582	43		1
1012-104	Hillsborough	674	Drainage Strs	Rebuild Br. Wimauma to Polk Co. Line				
1002-104	Hillsborough	685	ACST	Lafayette St. to Harrison St.	0.385	56		1 1/2
1008-108	Hillsborough	60	ACST	13th. St. to Howard Ave	2.718	55 to 60	Varies	1 1/2
1025-103	Hillsborough	45	AC Surf. Cse	Hookers Point Road to Adamo Dr.	1.247	37	40	1
1008-109	Hillsborough	60	AC Surf. Cse	Adamo Dr. to 7th. Ave	0.309	37	40	1
1025-150	Hillsborough	676	AC Surf. Cse	SR 43 to SR 45	3.173	24		
1004-105	Hillsborough	45	AC Surf. Cse	SR 60 to SR 580	3.165	Varies		
1008-111	Hillsborough	60	AC Surf. Cse	SR 585 to E. Limits Tampa	1.247	Varies		
5251-150	Holmes	S-179A	SCST	SR 181 to 6 Mi. NW	6.000	18	28	6
8803-104	Indian River	502	Bridge	Br. over Indian River at Vero Beach				
8804-901	Indian River	512	Min. Seal	Fellsmere to Sebastian	9.164	18		
8806-902	Indian River	60	Min. Seal	Orreola Co. Line to 21.52 Mi. E	21.920	20		
8804-108	Indian River	512	Drainage	Strs. between Fellsmere & Sebastian				
8852-150	Indian River	S-611	SA Hot Mix	St. Lucie Co. Line to SR 60	5.545	18	28	6
8802-103	Indian River	512	Rework & Surf. Treat	SR 60 to 6.838 Mi. North	6.804	16	26	6
5307-110	Jackson	2	Surf. Treat	Campbellton to Cowarts Creek	8.812	20 & 36		
5307-104	Jackson	2	SCST Type 2	Malote East	2.973	20	30	6
5303-109	Jackson	75	Drainage	Struct. around Lake to Cottondale				
5303-111	Jackson	75	Drainage	Struct. between Cottondale & SR 73				
5305-108	Jackson	75	Drainage	Struct. between SR 73 & Ala. State Line				
5353-150	Jackson	S-162	SCST	SR 77 to Gallilee Church	1.153	16	26	6
5301-902	Jackson	10	Bit. Surf. Treat	MP 4.715 to MP 12.414	7.699	20 & 22		
5303-102	Jackson	75	Bit. Surf. Treat	In Cottondale	0.792	36 & 56		
5402-107	Jefferson	20	SCST	Relocation at El Destino	0.165	24	40	8
5408-901	Jefferson	149	Min. Seal	Monticello to Ga. State Line	8.035	20		
5401-110	Jefferson	10	Spillways	Br. at Sta. 8+68.45, 97+33.83 & 246+93.5				
3306-102	Lafayette	250	RBST	SR 53 to L.O.P. & G.R.R.	1.491	18	30	6
3351-150	Lafayette	S-342	RBST	SR 349 to Hatchbend to SR 349	7.769	16	22	6
3353-150	Lafayette	367	RBST	SR 51 to 2.437 Mi. W.	3.025	16	26	6
1103-902	Lake	19	Retreatment	Minneola to Tavares	16.315			

DIVISION OF PLANS
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STATE JOBS (Continued)

State Job No.	County	Road No.	Type	Location	Length in Miles	Width in Feet		Pavement Thickness in Inches
						Pavement	Roadbed	
1109-903	Lake	561	Retreatment	SR 23 to a Pt. in Clermont	11.871	Varies		
1107-107	Lake	50	RBAC with Binder	Sumter Co. Line to Mascotte	4.295	Varies	Varies	
1107-105	Lake	50 & 33	RBAC	Groveland to Clermont	4.621	24	40	10½
1102-104	Lake	50	RBAC	Mascotte to Groveland	2.413	24	40	10½
1151-150	Lake	S-437	Rework & Wid.	Orange Co. Line to SR 44	6.260	20	30	8
1119-102	Lake	19	RBST	SR 445 to Marion Co. Line	9.634	20	32	6
1108-101	Lake	459	RBST	SR 48 to 5.289 Mi. N	4.680	24	40	6
1103-150	Lake	435	SCST	Lake Co. Line to SR 46	1.671	18	28	6
1202-905	Lee	80	Surf. Treat	Tice to Hendry Co. Line	15.237	24 & 28		
1204-106	Lee	867	RBST	Brs. MP 12.090 to MP 12.634	0.028	20	40	6
1204-107	Lee	867	Retreatment	SR 278 to S. Limits Ft. Myers	7.010	22		
1206-110	Lee	78	RBST	Pine Island Camp Realignment	0.417	20	30	6
5501-107	Leon	63	SCST	Lake Jackson Fill	0.957	22	32	8
5508-106	Leon	20	SCST	Relocation at El Destino	0.589	24	40	8
5504-106	Leon	61	SCAC	South of Tallahassee	0.996	53	66	10½
5512-103	Leon	61	SCST	Wakulla Co. Line to Munson Slough	3.702	20	30	6
5518-115	Leon		SCST	A & M College				6
5518-116	Leon		SCST	F.S.U.				6
5507-107	Leon	20	ACSC	SAL O.H. to 10.0 Mi. W	10.000	24	36	1
5518-118	Leon		SCST	F.S.U. Stadium Access		Varies	Varies	6
5510-103	Leon	363	Asph. Conc.	Adams St. Extension	2.349	Varies		1½
5512-104	Leon	61	Asph. Conc. Widen.	SR 369 to SR 363	3.324	24	40	1¼
3402-101	Levy	49	RBST	Chiefland to Gilchrist Co. Line	7.832	20	36	6
3410-105	Levy	40	Widen & Resurf.	Yankeetown to Inglis	3.026			
5601-107	Liberty	20	SA Hot Mix Mix. Seal.	SR 12 to Hosford	11.035	24	32	1¼
5651-150	Liberty	S-379	Grading	Marys Branch Br. and Apprs.	0.341		28	
3575-101	Madison	255	RBST	Lee to 6 Mi. South	6.000	16 & 36	24 & 50	6
3575-103	Madison	475 & 480	RBST	SR 10 to Cherry Lake	17.649	16	24	6
3575-105	Madison	S-360	Drainage	Structures				
1312-102	Manatee	683	RB with Retread	Sarasota Co. Line to Green Br.	8.385	24 & 52	40 & Varies	8
1314-101	Manatee	64	RBST	SR 675 to Manatee River	5.500	18	28	6
1302-902	Manatee	43	Retread	In Palmetto	0.246	44		
1351-151	Manatee	675	SBRM	Gillet Cr. to SR 64	1.752	16 & 18	26 & 28	6
3601-903	Marion	25 & 500	Min. Seal Coat	East Lake to Bellview	10.150	Varies		
3605-901	Marion	35	Min. Seal Coat	Sumter Co. Line to Belleview	7.104	21		
3621-102	Marion		RBST	Sta. at Female Corr. Inst.	0.838	20 & 22	36 & 38	6
3604-106	Marion	200	RBAC	Relocation thru Ocala	0.498	24	40	8
3611-902	Marion	40	Stab. Shoulders	Levy Co. Line to Junction with SR 336	1.097			
3615-901	Marion	336 & 40	Stab. Shoulders	Levy Co. Line to Dunnellon	5.235			
3606-902	Marion	40 & 45	Const. Shoulders	Approx. 1 Mi. N. Dunnellon to Levy Co. Line	10.374	Varies		
3604-901	Marion	200	Stab. & Sprig. Shlds.	Approx. 3 Mi. S. to 1 Mi. S. of Citra	2.260		34	
3610-902	Marion	200	Stab. & Sprig. Shlds.	Withlacoochee River—12.260 Mi. NE	12.260		34	
3609-101	Marion	19	RBST	Lake Co. Line to SR 40	0.240	20	32	6
8901-110	Martin	5	RB with ACSC	Palm Beach Co. Line North to F.E.C. RR	5.307	40	56	10½
8907-105	Martin	710	Rework Wid. S.T.	Approx. 6 Mi. NW Rd. 76 to SR 76	5.982	20 & 24		

9000-103	Monroe	939	Rework B. ST	Old Rd. No. 4-A to SR 5	2.664	18	28	6
9001-150	Monroe	5	Rework & ST	Flagler Ave. in Key West	2.524	25		
7404-107	Nassau	200	Retread ACS	Duval Co. Line to Callahan	14.418	24		1
7410-101	Nassau	108	RBST	In Hilliard	0.680	20	32	6
7452-150	Nassau	S-108	RBST	S. & E. of Hilliard	5.378	18	28	6
7453-150	Nassau	S-105-A	SBRM	SR 200 to 14th. St. in Fernandina	1.110	20	32	6
7406-110	Nassau	200	RBAC	S. 8th. St. in Fernandina	1.048	37	60	6
7400-104	Nassau		SBRM	Roads in Ft. Clinch Park	4.975	18	26	6
7404-109	Nassau	200	Drainage	Strs. between Callahan and Yulee				
5704-106	Okaloosa	85	SBRM	SR 30 N. 0.248 Miles	0.248	Varies	Varies	6
5710-104	Okaloosa	2	Drainage	Yellow River and Laurel Hill				
5709-103	Okaloosa	285	SBRM	Replace Br. in Niceville	0.029	20	40	6
9107-902	Okeechobee	70	Min. Seal & ST	Okeechobee City to St. Lucie Co. Line	9.115	16 & 17		
9109-901	Okeechobee	66	Min. Seal	Okeechobee City to 1.512 Mi. NW	1.512	20		
9102-108	Okeechobee	15	Widen & Resurf	Okeechobee City to SR 78	1.589	22		
9102-109	Okeechobee	15	Widen & Resurf	Sections between MP 11.200 & 16.473	2.491	22		
7505-901	Orange	438 & 50	Min Seal	Lake Co. Line to Winter Garden	4.050		Varies	
7504-106	Orange	426	RBAC	Orange Ave. in Winter Park	0.440	52	66	10 1/2
7501-902	Orange	500 & 600	Stab. & Sprig. Shoulders	Oseola Co. Line to 11.500 Mi. North	11.500		60	
7507-150	Orange	435	SCST	0.053 Mi. S. to Lake Co. Line	0.053	18	28	6
9211-101	Oseola	531	SBRM	Reedy Cr. to SR 600	7.526	16	26	6
9207-901	Oseola	60	Min. Seal	Polk Co. Line to Indian River Co. Line	22.364	20		
9203-105	Oseola	500-15	Drainage	In St. Cloud	1.240			
9251-150	Oseola	S-534 & S-523	SBRM	2.5 Mi. West to SR 15	2.50	18	28	6
9252-150	Oseola	S-534 & S-523	SBRM	SR 15 at Kenansville to 2 Mi. W	2.00	16	23	6
9252-151	Oseola	S-534 & S-523	SBRM	5 Mi. South to SR 500	5.002	18	28	6
9375-106	Palm Beach	809	AC Surf. Cae	SR 80 to Okeechobee Rd	2.05	22		1 3/4
9375-108	Palm Beach	704	AC Surf. Cae	SR 809 to SR 5	4.25	Varies		2 1/2
9375-112	Palm Beach	809	RBST	Lake Worth Rd. to SR 80	4.046	24	36	6
9306-111	Palm Beach	A1A	Grading	S. of SR 802 to 2.492 Mi. N.	2.492		40	
9375-113	Palm Beach	809	RBST	Boynton Rd. to Lake Worth Rd	6.422	24	36	6
9375-111	Palm Beach	Bacom Pt.	RBST	Bacom Pt. to Pahokee	4.289	24 & 55	40 & 66	6
9314-903	Palm Beach	716	Min. Seal	SR 80 to NW 13.940 Mi.	13.919	20 & 24		
9375-114	Palm Beach	S-809	RBST	Okeechobee Rd. to Lake Park Rd.	7.000	24	36	6
9375-107	Palm Beach	802	RBST	SR 7 to 1/2 Mi. S. SR 809	5.146	24	36	6
9314-107	Palm Beach	15	Widen & Resurf	Canal Point to Martin Co. Line	6.815	Varies	Varies	
9304-109	Palm Beach	5	RBAC	Jupiter to Martin Co. Line	1.283	40	56	10 1/2
9301-107	Palm Beach	5	Widen & ACSC	Delray to S. Limits Lake Worth	7.871	Varies		
9300-112	Palm Beach		Asph. Conc. Surf.	Belvedere Rd. in W. Palm Beach	1.073	Varies		2 1/2
9306-112	Palm Beach	A1A	RBST	S. of SR 802 to 2.5 Mi. N.	2.429	24	40	8
9304-110	Palm Beach	5	RB Bit. Retread	Relocation at Juno Beach	0.855	24	40	8
9306-113	Palm Beach	A1A	Widen & Rework	MP 15.787 to MP 16.814	1.027	24		
9302-113	Palm Beach	5	Widen ACST	Lucerne Ave. to N. 5th. Ave.	0.334	37		
9375-101	Palm Beach	806	Grading	Atlantic Ave., Br. over Intra. Waterway	0.167			
9351-150	Palm Beach	S-702	SBST	W. Limits W. Palm Beach to W. Ave.	0.912	20	32	10
9375-115	Palm Beach	S-704	RBST	2.5 Mi. W. SR 809 to SR 809	2.543	22	34	6
9375-110	Palm Beach	S-706	RBST	SR 7 to A1A at Jupiter	6.069	22	34	6
9375-109	Palm Beach	S-809	RBST	SR S-809 to Road A1A	1.840	24	36	6
9309-104	Palm Beach	A1A	Rework Base ST	FEC RR in Jupiter to SR 5	0.837	22	32	
1457-150	Pasco	54	RBST	Br. & Appr. Anclote River	0.236	Varies	Varies	6
1450-101	Pasco	S-39	RBST	SR 55 to Hernando Co. Line	1.508	24	40	8
1452-150	Pasco	578 & 581	RBST	SR 52 to 1/2 Mi. East St. Joseph	4.365	16	28	6
1454-150	Pasco	578 & 581	RBST	SR 52 to 1/2 Mi. East St. Joseph	3.444	16	26	6
1412-107	Pasco	52	RB Sand A Hot Mix	5.7 Mi. W. to San Antonio	5.667	18	28	6
1450-102	Pasco	39	RBST	Br. & Appr. Withlacoochee River	0.318	24	40	8

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STATE JOBS (Continued)

State Job No.	County	Road No.	Type	Location	Length in M. Is.	Width in Feet		Pavement Thickness in Inches
						Pavement	Roadbed	
1505-109	Pinellas	590	Bit. Retr. Min. Seal	Clearwater to Safety Harbor	4.774	16		
1508-105	Pinellas	584	Cement Conc. Pavt.	SR 55 to Oldsmar	5.785	24	40	7
1509-106	Pinellas	687	AC Surf. Treat.	30th. Ave. S. to Pinellas Pt. Dr.	2.686	22		
1612-101	Polk		RB. Sand Seal S.	Bartow Farmers Market		24	44	6
1603-112	Polk	555	RBST	Bartow to Eloise	8.434	24	36	6
1621-502	Polk	35	Surf. Treat.	Providence to Pasco Co. Line	9.366	22		
1601-901	Polk	600	Plant Mix Seal	Sections in Lakeland	1.246	Varies	Varies	
1609-902	Polk	17	Plant Mix Seal	SR 600 to 1.292 Mi. South	1.292	Varies	Varies	
1613-903	Polk	60	Widen & Resurf.	Kissimmee River to 12.51 Mi. NW	12.510	20 & 22		
1615-902	Polk	630	Widen & Resurf.	SR 60 to 1.642 Mi. SW	1.642	20 & 22		
1628-104	Polk	542	Grading & Drainage	2 Strs. between Winter Haven & Dundee			40	
1600-107	Polk		ACST	Streets in Winter Haven	0.770	Varies		
1625-901	Polk	37	Min. Seal	Allamanda St. to SR 600 in Lakeland	2.006	Varies		
1622-103	Polk	557	Min. Seal	In Lake Alfred (ACL RR to N. City Limits)	1.103	30	40	
1605-901	Polk	600	Muck Blanket & Sprig	Haines City to Oseola Co. Line	9.935		38	
1625-902	Polk	37	Bit. Surf. Treat.	MP 20.138 to MP 28.613	8.475	24, 27, 32		
1654-150	Polk	S-547	RBST	SR 25 to SR 547	0.547	22	34	6
1613-110	Polk	60	RBST	Lake Wales East (Bridges)	0.498	24	40	8
1625-106	Polk	37	RBST	Sections in Mulberry & Br. Alafia Cr.	1.078	24 & 40	40 & Varies	8
7651-150	Putnam	S-309-A	Min. Seal	SR 309 at Welaka to Pomona at SR 15	5.50			
7654-150	Putnam	S-209	Min. Seal	SR 15 at Bostick St.-Johns River at P. Bluff	5.12	16		
7652-150	Putnam	S-309	Min. Seal	Georgetown to Fruitland at SR 308	2.93	16		
7653-150	Putnam	S-315	Min. Seal	Interlachen to Grandin	7.95	Varies		
7655-150	Putnam	S-209	Grading	SR 15 to 2.071 Mi. East	2.071		28	
7809-103	St. Johns	206	Grading	6 Mi. E SR 207 to Crescent Beach	8.089		40	
7801-111	St. Johns	5	Culverts & Shoulders	Flagler Co. Line to St. Augustine	6.000	24	40	
7802-109	St. Johns	5	Culverts	St. Augustine to Duval Co. Line	16.042	24	40	
7803-104	St. Johns	206	SBRM	SR 207 to 6 Mi. East	6.001	20	36	6
9400-102	St. Lucie		RBST	Angle Rd. from Kings Hwy to Ft. Pierce	3.224	24	40	6
9407-106	St. Lucie	68	Rework & Widen	0.75 Mi. E. SR 609-1.25 Mi. W. Ft. Pierce	5.418	16 & 20		
9409-103	St. Lucie		RBST	Fort Pierce Farmers Market		62		6
9404-102	St. Lucie	605	RBST	N. & S. of A1A Intersections	0.193	20	32	6
9406-106	St. Lucie	A1A	RBST	SR 605 to SR 5	0.121	24	40	6
9407-107	St. Lucie	C8	RBST	38/39 Range Line to Fort Pierce	1.048	20	30	6
9410-102	St. Lucie	707	Rework & Widen	Martin Co. Line to Fort Pierce	13.813	18		
9432-150	St. Lucie	S-609	Marl B. SA Hot Mix	SR 70 to SR 68	5.103	18	28	8
5806-104	Santa Rosa	Co. 57-3	Bit. Surf. Treat.	Jay to Ala. State Line	4.023	18		
5813-102	Santa Rosa	89	Bit. Surf. Treat.	Browns Fish Camp to SR 10	5.800	18		
5852-151	Santa Rosa	182	Bit. Surf. Treat.	Chumuckla to SR 87	10.870	18		
1705-106	Sarasota	775	Min. Seal	Englewood to SR 45	7.367	16		
1712-102	Sarasota	883	RB Surf. Cse	Sarasota to Manatee Co. Line	4.263	Varies		9½
1707-103	Sarasota	72	SBRM	De Soto Co. Line to 0.125 Mi. W.	0.125	18	28	6
1751-150	Sarasota	S-789-A	AC Surf. Cse	SR 789 W & W to 789 on Siesta Key	2.650	24		Varies
7709-103	Seminole		RBST	Sanford Farmers Market		80		8
7705-901	Seminole	426	Min. Seal	Oviedo to Geneva	7.778	18		

7707-901	Seminole	419	Min. Seal	In Oviedo to Orange Co. Line	7.278	20 & 36		
7707-902	Seminole	419	Surf. & Retread	In Oviedo to SR 15 & 600	9.522	18 & 28		
7708-901	Seminole	436	Min. Seal	Orange Co. Line to SR 15 & 600	7.461	Varies		
7703-104	Seminole	46	SA Hot Mix	Wekiva River to Wilsons Corner	3.53	18 & 22		1 1/2
7751-150	Seminole	S-427 & S-425	SA Hot Mix	Orange Co. Line to Sanford	14.54	Varies		
7752-150	Seminole	S-425	SBRM & Bit. ST.	Country Club Rd. to SR 46	1.554	17 & 20	30	6
1807-901	Sumter	44	Retreatment	Wildwood to SR 468	4.716	22		
1806-105	Sumter	48	Bridge	Weeds Landing Bridge	0.006			
3704-109	Suwannee	249	Bit. Rtrd Surf. (RM)	MP 0.000 to MP 6.320	6.320	Varies		
3710-103	Suwannee		RBST	Streets at Live Oak Market	0.554	24	36	6
3707-103	Suwannee	49	SA Hot Mix	Gilchrist Co. Line to SR 20	2.755	20		
3809-105	Taylor	30	Drainage	Bridges and Culverts				
3851-150	Taylor	S-361	RBST	Perry to 4.3 Mi. North	4.014	16	26	6
3852-150	Taylor	S-356	RBST	Perry to 3.2 Mi. East	3.668	16	26	6
3853-150	Taylor	S-356	RBST	Perry to 1.85 Mi. West	1.975	16	26	6
3854-150	Taylor	S-361	RBST	Adams Beach to SR 361	1.030	16	26	6
3906-103	Union	241	SBRM	Santa Fe River Br. Appr.	0.505	20	30	6
3950-150	Union	245	RBST	SR 283 to Columbia Co. Line	0.776	16	26	6
3953-102	Union	S-231	Drainage	Bridge over Swift Creek				
3953-101	Union	S-231	RBST	Lake Butler to Baker Co. Line	8.205	16	26	6
7908-110	Volusia	A1A	RBST	Broadway Ave. Beach Appr.	0.099	66	79	8
7908-901	Volusia	A1A	Min. Seal	Ormond to Flagler Co. Line	10.107	22		
7906-109	Volusia	600	RBAC	SR 15 to 0.283 Mi. East	0.281	22	50	10 1/2
7904-901	Volusia	600 & 15	Stab. & Sprig. Shoulders	MP 1.990 to MP 10.279	5.849		34	
7905-902	Volusia	15	Stab. & Sprig. Shoulders	Barberville to Pierson	4.708		34	
7903-901	Volusia	5	Stab. & Sprig. Shoulders	Ormond to MP 40.9	2.46		38	
7900-103	Volusia		SBRM	Parking A. to Tomoka R. State Park		36	41	6
7951-150	Volusia	S-415	RBSA	Herbert St. to Volusia Ave. (SR600)	4.872	22	32	Varies
5900-104	Wakulla		SBRM	Rock Landing to Panama	0.672	18	30	6
5912-103	Wakulla	61	SCST	Wakulla Springs to Leon Co. Line	4.301	20	30	6
5109-901	Wakulla	365	Min. Seal	Spring Creek to Shadeville	8.477	18 & 30		
5901-904	Wakulla	30 & 61	Bit. Surf. Treat.	MP 4.000 to MP 7.839	3.839	20		
5952-150	Wakulla	S-367	Grading	SR S 367 to Live Oak Point	3.600		26	
5951-150	Wakulla	S-372	SBRM	SR 375 to Mash's Island via Surf	11.581	18	28	6
6002-106	Walton	30	SA Hot Mix Min. Seal	4 Mi. E. Okaloosa Co. Line to SR 83	9.115	20		1 1/4
6001-106	Walton	10	SCST Widen	E. & W. of Defuniak Springs	2.026	24	40	6 & 8
6003-106	Walton	20	Drainage	Replace Br. 4 Mi. E. of Freeport				
6002-107	Walton	30	SA Hot Mix Min. Seal	Bay Co. Line to 10 Mi. W.	8.982	20		1 1/4
6003-903	Walton	20	Sheet Pile, Conc. Pavt.	4 Mi. NE Okaloosa Co. Line	0.2187			4
6017-104	Walton	593	Bit. Surf. Treat.	Idenia to Pleasant Ridge	3.335	18		
6101-904	Washington	10	Bit. Surf. Treat.	MP 13.436 to MP 17.456	0.020	20		
6151-150	Washington	S-273	Drainage	Br. & Culverts Gilberts Mill N.	0.028			
6153-102	Washington	S-280	Grading	Br. Apprs. Holmes and Open Cr.	0.125		44	

PLANS PREPARED BY BRIDGE DIVISION 1949-1950 F. A. PROJECTS:

Road No.	Section Job	Federal Aid Project	County	NAME OF STRUCTURE	Roadway Width	Sidewalks	ROADWAY LENGTH—NEW CONSTRUCTION			Total Length in Feet	Number Structures
							Simple Structures		Movable and Long Span Bridges		
							All Concrete or Concrete and Steel	Concrete or Concrete-Steel Deck on Timber Piles				Steel-Concrete
60	1613-202	FAS-131(2)	Polk	Miscellaneous Bridges	40 ft.					338 ft.	2
6	3205-201	FAS-190(2)	Hamilton	Withlacoochee River Bridge and Relief Structures	28 ft.		338 ft.			1310 ft.	3
25	1120-206	F-019-3(7)	Lake	Miscellaneous Bridges	24 ft.		1015 ft.		C.P.G. 235 ft.	169 ft.	2
25	1618-203	F-019-3(5)	Polk	Grade Separation and R.R. Overpass—Haines City	28 ft.		169 ft.			341 ft.	2
45	1702-201	F-011-2(25)	Sarasota	Widen Existing Structures	28 ft.	1-5 ft. SW on 2 bridges	341 ft.			633 ft.	9
512	8802-201	FAS-192(2)	Indian River	Miscellaneous Bridges	20 ft.		633 ft.	180 ft.		180 ft.	2
833	0708-201	FAS-125(1)	Hendry	Miscellaneous Bridges	26 ft.		210 ft.			210 ft.	7
11	7932-202	FAS-195(2)	Flagler	Intracoastal Waterway at Flagler Beach	28 ft.	2@3 ft. 5 in.	72 ft.		D.B. 165 ft.	237 ft.	1
45	0201-302	FG-011-3(1)	Citrus	Widen Overpass at Inverness	28 ft.		132 ft.			132 ft.	1
530	9250-250	FAS-240(1)	Ocala	Boggy Creek Bridge	20 ft.			126 ft.		126 ft.	1
57	5403-301	FG-032-1(1)	Jefferson	Overpass at Drifton	28 ft.		308 ft.			308 ft.	1
5	8801-302	FGI-003-4(15)	Indian River	Osio Overpass—E. Lane	28 ft.		281 ft.			284 ft.	1
75	5305-301	FG-004-1(1)	Jackson	Campbellton Overpass	28 ft.		150 ft.			150 ft.	1
20	3803-201	F-028-1(1)	Taylor	Fenholloway River Bridge	28 ft.		230 ft.			200 ft.	1
64	0303-201	FAS-112(2)	Hardee	Charlie Creek Bridge	24 ft.		250 ft.			250 ft.	1
80	9312-201	F-024-2(1)	Palm Beach	Miscellaneous Bridges	28 ft.		251 ft.			251 ft.	2
146	5410-201	FAS-254(1)	Jefferson	Wolfe Creek Bridge	24 ft.			100 ft.		100 ft.	1
75	4604-202	F-029-1(2)	Bay	Milt Creek and Bayou George Bridges	28 ft.		451 ft.			451 ft.	2
47	2902-201	FAS-277(1)	Columbia	Santa Fe River Bridge	24 ft.		315 ft.			315 ft.	1
206	7606-201	FAS-22(3)	Gilchrist	Bridge Sta. 348	28 ft.		76 ft.			76 ft.	1
15	8905-201	FAS-162(2)	Martin	Miscellaneous Bridges	31 ft.		225 ft.			225 ft.	5
67	5606-201	FAS-38(2)	Liberty	Yellow Creek Bridge	20 ft.			176 ft.		176 ft.	1
10	5701-203	FI-006-1(1)	Okaloosa	Widen Baggett Creek	28 ft.		30 ft.			30 ft.	1
279	6111-201	FAS-203(1)	Washington	Gum Creek Bridge	20 ft.			150 ft.		150 ft.	1
135	3202-202	FAS-44(2)	Hamilton	Hunter Creek Bridge	20 ft.		150 ft.			150 ft.	1
50	1802-201	FG-022-2(6)	Sumter	Mabel Overpass	28 ft.		182 ft.			182 ft.	1
35	1407-201	F-031-1(2)	Pasco	Richland Overpass and Hillsborough River Bridge	28 ft.		563 ft.			563 ft.	2
25	3903-301	FG-031-1(4)	Marion	2 Overpasses at Ocala	52 ft.	2 @ 5 ft.	576 ft.			576 ft.	2
50	0807-301	FG-022-2(8)	Hernando	Rital Overpass	28 ft.		198 ft.			198 ft.	1
45	1201-201	F-012-1(1)	Lee	Ten-Mile Canal Bridge	28 ft.		150 ft.			150 ft.	1
5	7903-207	UI-003-6(1)	Volusia	2 Pedestrian Underpasses and Bridge Widening	74 ft. on Br.						
75	4604-301	FG-020-1(4)	Bay	Overpass near Alford	6 ft. x 7 ft.	2 @ 6 ft. on barrel bridge	323 ft.			323 ft.	3
146	5450-250	FAS-264(2)	Jefferson	Aucilla River Bridge	28 ft.		150 ft.			150 ft.	1
45	1006-203	F-011-2(26)	Hillsborough	Alafia River Bridge	24 ft.			250 ft.		250 ft.	1
S-520	7554-250	FAS-196(2)	Orange	Miscellaneous Bridges	28 ft.	2 @ 4 ft.	1216 ft.			1216 ft.	1
30	6002-201	F-017-1(1)	Walton	Peach Creek Bridge	28 ft.		376 ft.			376 ft.	2
75	4604-203	F-020-1(3)	Bay	Bear Creek Bridge	28 ft.		100 ft.			100 ft.	1
7	8714-201	FU-501(1)	Dade	Little River Canal Bridge	28 ft.		276 ft.			276 ft.	1
S-127	2751-250	FAS-271(1)	Baker	Cedar Creek Bridge	76 ft.	2 @ 6 ft.	100 ft.			100 ft.	1
S-51	3251-250	FAS-287(1)	Hamilton	Secondary Bridge	20 ft.			126 ft.		126 ft.	1
S-99	4852-250	FAS-87(2)	Escambia	McDavid Creek Bridge	20 ft.		100 ft.			100 ft.	1
80	9312-250	F-024-2(2)	Palm Beach	Miscellaneous Bridges	24 ft.		176 ft.			176 ft.	1
10	5801-209	FI-006-1(5)	Santa Rosa	2 Bridges N. end Pensacola Bay	28 ft.	1 @ 6 ft. on 1 bridge	195 ft.			195 ft.	3
S-702	9351-250	FAS-319(1)	Palm Beach	Secondary Bridge	28 ft.	2 @ 4 ft.	693 ft.			693 ft.	2
60	1611-201	FA-033-1(3)	Polk	Miscellaneous Bridges	24 ft.		75 ft.			75 ft.	1
55	1515-204	F-025-1(7)	Pinellas	Miscellaneous Bridges—Twin Construction	28 ft.	2 @ 4 ft. on 2 bridges	375 ft.			375 ft.	2
							480 ft.			480 ft.	4

S-389	4650-250	FAS-62(2)	Bay	Beatty Bayou Bridge	24 ft.		75 ft.	75 ft.	1
S-191	5851-250	FAS-303(1)	Santa Rosa	Juniper Creek Bridge	24 ft.		176 ft.	176 ft.	1
10	6101-205	FI-006-2(3)	Washington	Holmes and Alligator Creek Bridges	28 ft.	2 @ 3 ft.	891 ft.	891 ft.	1
S-505	8853-250	FAS-292(1)	Indian River	Secondary Bridge	24 ft.		60 ft.	60 ft.	1
S-694	1551-250	FAS-98(2)	Pinellas	Cross Bayou Canal Bridge	28 ft.		150 ft.	150 ft.	1
S-771	0151-250	FAS-275(1)	Charlotte	Coral Creek Bridge	24 ft.	2 @ 2ft. 6in.	405 ft.	405 ft.	1
S-167	5352-250	FAS-315(1)	Jackson	Dry Creek Bridge	24 ft.		350 ft.	350 ft.	1
20	3802-201	F-016-2(3)	Taylor	Econfina River Bridge	28 ft.		255 ft.	255 ft.	1
S-210	7851-250	FAS-301(1)	St. Johns	Concrete Plank Redeck of Sampson Creek Bridge	20 ft.			C.P.D. 87 ft.	1
Totals—55 Federal Aid Projects						13,389 ft.	1,985 ft.	460 ft.	93

NOTES: D.B. — Double Leaf Bascule

C.P.G.—Continuous Plate Girder

C.P.D.—Concrete Plank Deck

PLANS PREPARED BY BRIDGE DIVISION 1949-1950

STATE PROJECTS

806	5375-101	Palm Beach	Intracoastal Bridge at Delray	40 ft.	2 @ 5 ft.	72 ft.	D.B. 163 ft.	235 ft.	1
A-1-A	7803-902	St. Johns	Fenders for North River Bridge						
5	9304-904	Palm Beach	Steel Grid Floor on existing Bascule at Jupiter						
5	7207-902	Duval	Concrete Jackets for Steel H-Piles on Main St. Bridge						
225	2811-102	Bradford	Water Oak Creek	24 ft.		135 ft.		135 ft.	1
45	1303-105	Manatee	Widen existing Structures	30 ft.					
A-1-A	9406-105	St. Lucie	Redeck Main Bridge and Rebuild Relief Bridge N. Port Pierce	20 ft.		95 ft.		95 ft.	2
502	8803-104	Indian River	Vero Beach Bridge over Intracoastal Waterway	28 ft.	2 @ 3ft. 6in.	1374 ft.	D.B. 140 ft.	T. 2309 ft.	2
220	7114-103	Clay	Swimming Pen Creek Bridge	24 ft.		300 ft.		1514 ft.	1
600	1013-902	Hillsborough	Shotcrete Repairs to Gandy Bridge	24 ft.				300 ft.	1
809	9375-113	Palm Beach	Miscellaneous Bridges Boynton Rd.-Lake Worth Rd.	28 ft.		105 ft.		105 ft.	2
475 &									
480	3575-103	Madison	Miscellaneous Bridges	20 ft.		300 ft.		300 ft.	2
50	7505-107	Orange	Pedestrian Underpasses in Orlando	6-ft. x 7-ft.					
75	5305-108	Jackson	Bridge—Sta. 568	28 ft.		397 ft.		397 ft. P.U.	2
459	1108-101	Lake	Little Lake Harris Bridge	28 ft.	2 @ 3 ft.	3130 ft.		90 ft.	1
520	7010-907	Brevard	Revetments for Banana River Bridge	20 ft.	2 @ 6ft. 6in.	200 ft.		3130 ft.	1
A-1-A	7908-110	Volusia	Broadway Ave. Beach Approach	50 ft.				200 ft.	1
78	9105-105	Okeechobee	Added 2 Spans to Kissimmee River Bridge	20 ft.		50 ft.		50 ft.	1
5	9304-906	Palm Beach	Revetments for Parker Bridge						
Co.Rd.	9375-111	Palm Beach	Bridge at Bacom Point			75 ft.		75 ft.	1
5	9006-902	Monroe	Restoration Substructure Lignum Vitae and Tea Table Bridges			1405 ft.		1405 ft.	2
241	2614-104	Alachua	Santa Fe River Bridge	24 ft.		350 ft.		350 ft.	1
212	7219-901	Duval	Revetment for Pablo Creek Bridge						
A-1-A	7210-903	Duval	Revetment for Old Pablo Creek Bridge						
699	1510-110	Pinellas	Pedestrian Walkways Johns Pass Bridge			1220 ft. of 4-ft. Timber Sidewalk			
809	9375-114	Palm Beach	Miscellaneous Bridges	28 ft.		300 ft.		300 ft.	6
Beh.Dr.	4600-102	Bay	Tarpon Dock Bridge	28 ft.	2 @ 5 ft.	252 ft.	E.B. 82 ft.	334 ft.	1
100	2975-102	Columbia	Clustee Creek Bridge	20 ft.			226 ft.	226 ft.	1
127	2706-101	Baker	Middle Prong St. Mary's River Bridge	20 ft.			300 ft.	300 ft.	1
A-1-A	8605-109	Broward	Sospiro Canal Bridge—Rebuilt Center Section			59 ft.		99 ft.	1
131	2975-103	Columbia	Falling Creek Bridge	20 ft.			126 ft.	126 ft.	1
6	2950-101	Columbia	Suwannee River Bridge	24 ft.		70 ft.	C.P.G. 285 ft.	365 ft.	1
802	9375-107	Palm Beach	Miscellaneous Bridges	28 ft.		10 ft.		90 ft.	3
284	6152-150	Washington	Millers Ferry Bridge	20 ft.		576 ft.		576 ft.	1
600	1013-903	Hillsborough	Restoration 90 Spans Gandy Bridge			2160 ft.		2160 ft.	1
390-A	4614-103	Bay	Pesten Bayou Bridge	24 ft.			75 ft.	75 ft.	1
115	7215-104	Duval	Rihault River Bridge	28 ft.	2 @ 3 ft.	740 ft.		740 ft.	1
115	7215-105	Duval	Sidewalk Monterief Creek Bridge						
60	1014-105	Hillsborough	New Fenders Courtney Campbell Causeway						
600	1013-104	Hillsborough	New Fenders Gandy Bridge						
10	5302-110	Jackson	Walkway Chipola River Bridge			437 ft. of Timber Sidewalk			
2	5205-108	Holmes	Cheetawatchee River Bridge	24 ft.		1075 ft.		1075 ft.	2

PLANS PREPARED BY BRIDGE DIVISION 1949-1950 STATE PROJECT

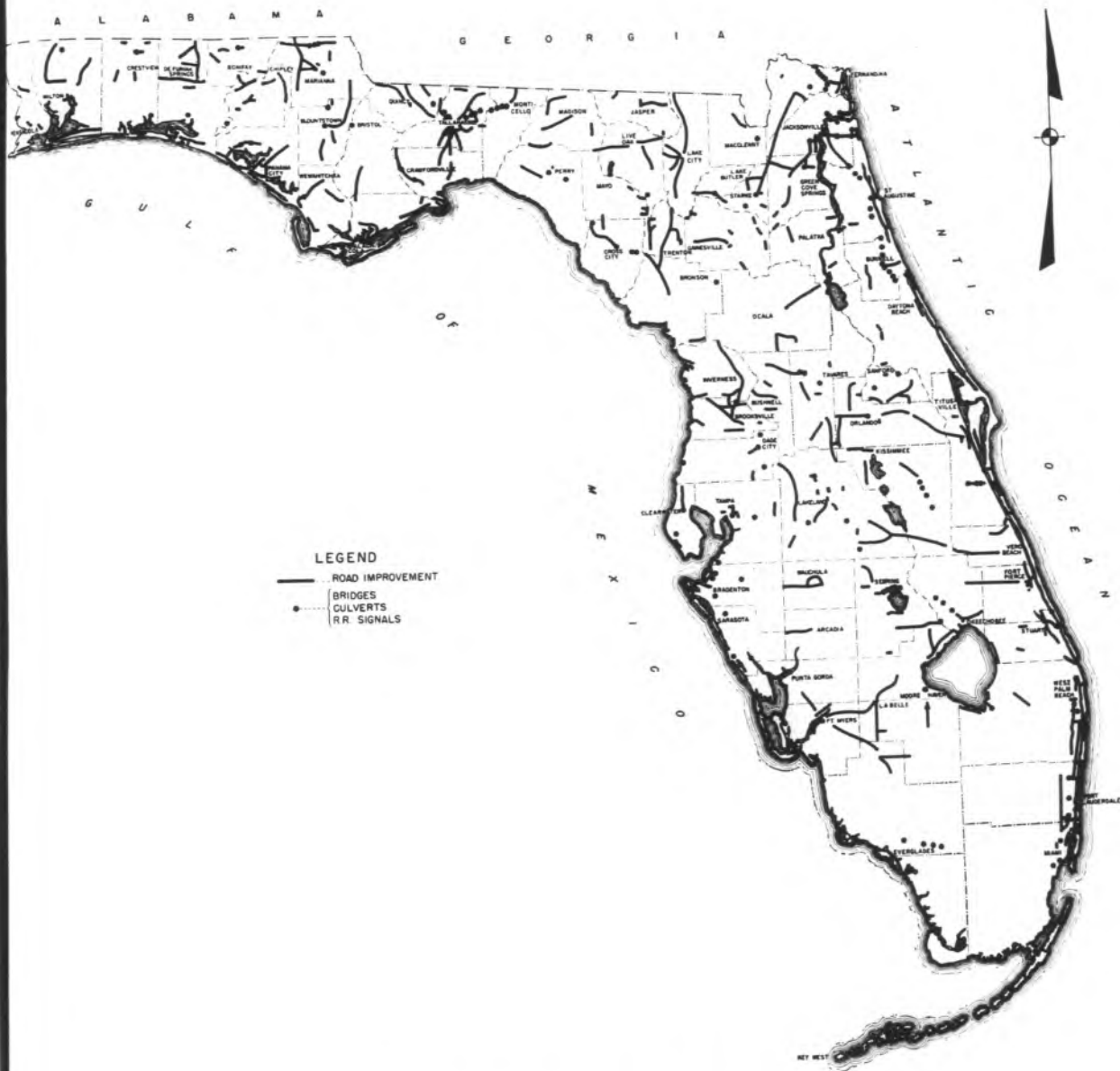
Road No.	Section Job	County	NAME OF STRUCTURE	Roadway Width	Sidewalks	ROADWAY LENGTH—NEW CONSTRUCTION			Total Length in Feet	Number Structures	
						Simple Structures		Movable and Long Span Bridges			
						All Concrete or Concrete and Steel	Concrete or Concrete-Steel Deck on Timber Piles				Steel-Concrete
60	8806-109	Indian River	Main Canal Bridge	28 ft.		344 ft.			344 ft.	1	
823	8619-103	Broward	South New River Bridge	28 ft.	1 @ 4 ft.	103 ft.		H.R.S. 33 ft.	136 ft.	1	
S-375	5953-101	Wakulla	Miscellaneous Bridges	20 ft.			526 ft.		526 ft.	4	
66	0951-150	Highlands	Istokpoga Canal Bridge	28 ft.		226 ft.			226 ft.	1	
70	9107-104	Okeechobee	Concrete Plank Redeck of Kissimmee River Bridge	20 ft.					C.P.D. 2970 ft.	1	
105	7225-107	Duval	Sisters Creek Bridge	28 ft.	2 @ 3 ft. 6 in.	622 ft.		D.B. 134 ft.	756 ft.	1	
806	9355-150	Palm Beach	Miscellaneous Bridges	28 ft.		165 ft.			165 ft.	4	
S-721	0551-151	Glades	Indian Prairie Canal Bridge	20 ft.			180 ft.		180 ft.	1	
3	7012-103	Brevard	Eau Gallie Relief Bridge over Indian River	24 ft.		684 ft.			684 ft.	1	
S-231	3953-102	Union	Swift Creek Bridge	20 ft.			126 ft.		126 ft.	1	
S-359	3054-150										
S-351	3053-150	Dixie	Miscellaneous Bridges	20 ft.			255 ft.		255 ft.	3	
512	8802-102	Indian River	Miscellaneous Bridges	20 ft.			165 ft.		165 ft.	2	
S-470	0251-150	Citrus	Gospel Island Bridge	20 ft.			150 ft.		150 ft.	1	
54	1457-150	Pasco	Anclote River Bridge	28 ft.		150 ft.			150 ft.	1	
31	0401-107	De Soto	Prairie Creek Bridge	24 ft.			255 ft.		255 ft.	1	
S-12A	5052-150	Gadsden	Secondary Bridge	24 ft.			100 ft.		100 ft.	1	
S-273	6151-150	Washington	Hard Labor Creek Bridge	20 ft.			100 ft.		100 ft.	1	
S-809	9375-109	Palm Beach	Earman River Bridge	28 ft.		76 ft.			76 ft.	1	
68	9407-107	St. Lucie	Small Bridge	24 ft.	2 @ 3 ft.	45 ft.			45 ft.	1	
674	1012-104	Hillsborough	Miscellaneous Bridges	24 ft.			578 ft.		578 ft.	5	
2	2702-103	Baker	Miscellaneous Bridges	24 ft.		452 ft.			452 ft.	4	
S-611	8852-150	Indian River	Bridge over South Relief Canal	24 ft.		60 ft.			60 ft.	1	
S-706	9375-110	Palm Beach	Miscellaneous Bridges	28 ft.		330 ft.			330 ft.	5	
S-476	1810-102	Sumter	Withlacoochee River Bridge	28 ft.	2 @ 2 ft. 6 in.	210 ft.			210 ft.	1	
10	6101-106	Washington	Choctawhatchee River Bridge	26 ft.		1479 ft.		R.S. 92 ft.	1571 ft.	1	
30	3809-104	Taylor	Econfina River Bridge	28 ft.	2 @ 2 ft. 6 in.	210 ft.			210 ft.	1	
S-2	6051-150	Walton	Miscellaneous Bridges	24 ft.			526 ft.		526 ft.	2	
5	9006-903	Monroe	Reconstruction Substructure on Wilson Key and Indian Key Bridges			2621 ft.			2621 ft.	2	
S-675	1351-150	Manatee	Miscellaneous Bridges	2-24 ft. 1-35 ft.		211 ft.			211 ft.	3	
45	1025-902	Hillsborough	Shotcrete Repairs to 22nd St. Causeway			1528 ft.			1528 ft.	1	
S-379	5651-150	Liberty	Mary's Branch Bridge	24 ft.			126 ft.		126 ft.	1	
S-840	0354-150	Collier	Miscellaneous Bridges	24 ft.			420 ft.		420 ft.	5	
S-280	6153-102	Washington	Widen Holmes and Open Creek Bridges	24 ft.			585 ft.		585 ft.	2	
			Widen 2 Timber Bridges	23 ft.					T. 78 ft.	2	
61	5512-104	Leon	Widen Munson Slough Bridge	28 ft.		40 ft.			40 ft.	1	
60	1613-110	Polk	Widening Bridges	28 ft.		178 ft.			178 ft.	6	
30	5411-102	Jefferson	Aucilla River Bridge and Relief Bridge	28 ft.	2 @ 2 ft. 6 in.	1015 ft.			1015 ft.	2	
35	1405-902	Pasco	Repairs to Piers on Trilby Overpass								
S-39	1450-102	Pasco	Withlacoochee River Bridge	28 ft.	2 @ 2 ft. 6 in.	245 ft.			245 ft.	1	
45	1701-203	Sarasota	Widening Bridge	32 ft.		32 ft.			32 ft.	1	
37	1625-102	Polk	Miscellaneous Bridges	28 ft.		420 ft.			420 ft.	2	
A-1-A	8706-902	Dade	Fenders McArthur Causeway								
828	8708-901	Dade	Fenders North Bay Causeway								
48	1806-105	Sumter	Widen Bridge Weeds Landing	28 ft.		320 ft.			320 ft.	1	
Totals—85 State Projects							24,355 ft.	5,670 ft.	939 ft.	36,321 ft.	122
Totals—55 Federal Aid Projects							13,389 ft.	1,985 ft.	460 ft.	15,921 ft.	93
GRAND TOTALS FOR STATE AND FEDERAL AID PROJECTS							37,744 ft.	7,655 ft.	1399 ft.	52,242 ft.	215

NOTES: D.B. —Double Leaf Bascule
S.B. —Single Leaf Bascule

H.R.S.—Hinged Removable Span
C.P.G.—Continuous Plate Girders

T. —Timber
P.U. —Pedestrian Underpass

R.S. —Removable Span
C.P.D.—Concrete Plank Deck



LOCATION OF JOBS COMPLETED IN 1949 & 1950

DESCRIPTION OF JOBS COMPLETED
JANUARY 1, 1949 THROUGH DECEMBER 31, 1950

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Month Started	Month Completed	Cost (Contract or Estimated)
Charlotte	45	0101-203	RBST	0.9	Peace River North	Langston Construction Co.	5/48	2/49	\$ 31,458
DeSoto		0400-103	Retread	1.0	Hickory St. in Arcadia	J. W. Conner	7/49	7/49	5,806
Glades	78	0502-106	SBRM	19.0	Lake Port North	Belcher Oil Co.	2/47	6/49	478,436
Glades	29	0509-201	SBRM	12.5	Hendry Co. Line to S.R. 25	Cone Bros. Construction Co.	4/48	4/49	414,284
Glades		0500-102	Retread	0.3	In Moore Haven	J. W. Conner	11/48	1/49	28,074
Hendry	29	0706-201	SBRM	0.5	La Belle to Glades Co. Line	Cone Bros. Construction Co.	4/48	4/49	16,326
Hernando	45	0801-901	Seal	8.8	Brooksville to Citrus Co. Line	State Forces	12/49	12/49	10,189
Highlands	621	0913-201	SBRM	4.8	Lake Placid East	J. W. Conner	12/48	5/49	124,403
Highlands	66	0911-107	SBRM	1.0	S.R. 25 to S.R. 17	Cone Bros. Construction Co.	5/48	6/49	27,097
Highlands	66	0675-101	SBRM	10.1	De Soto City to Lerida	Cone Bros. Construction Co.	5/48	6/49	540,733
Highlands	621	0913-103	SBRM	1.3	S.R. 25 to Job 0913-201	J. W. Conner	12/48	5/49	39,644
Hillsborough		1000-305	Signals		Streets in Tampa	S.A.L. R.R.	3/48	1/49	7,350
Hillsborough	600	1003-204	Cone	3.1	Hillsborough Avenue	Brinson Construction Co.	12/48	10/49	1,458,334
Lee	867	1204-104	RBST	1.0	S.R. 45 to Manuel Drive	J. W. Conner	12/48	7/49	146,716
Lee	80	1202-301	Signals		In Fort Myers	A.C.L. R.R.	8/49	9/49	8,390
Manatee	683	1300-301	Signals		Near Samonett	S.A.L. R.R.	4/48	11/49	5,181
Pasco	35	1405-307	Overpass	0.9	South of Trilby	Cone Bros. Construction Co.	12/47	1/49	207,068
Pasco	55	1403-114	Bridge	257'	Pithlachascotee River	W. L. Cobb Construction Co.	4/48	7/49	225,888
Pasco	54	1409-106	Signals		In Zephyrhills	S.A.L. R.R.	6/49	7/49	6,050
Pasco	41	1407-301	Signals		In Dade City	S.A.L. R.R.	3/48	12/49	16,523
Pinellas	699	1510-109	Retread	0.2	Boca Ciega to Madera Beach	State Forces	10/48	1/49	9,300
Pinellas	55	1515-202	Grade	7.1	S.R. 60 to Tarpon Ave.	H. L. Wolfe	1/49	8/49	156,502
Pinellas	55	1515-302	Overpass	0.5	At Coachman	H. L. Wolfe	1/49	8/49	188,177
Polk	33	1607-301	Overpass	0.6	At Polk City	Ryan Construction Co.	8/48	5/49	155,775
Polk	60	1613-107	Retread	12.7	West of Kissimmee River	Belcher Oil Co.	8/47	1/49	193,223
Polk	630	1615-105	Retread	1.6	S.R. 60 West	Belcher Oil Co.	8/47	1/49	19,208
Polk	630	1615-901	Retreatment	6.9	Frostproof to S.R. 60	Belcher Oil Co.	8/47	1/49	12,542
Polk	90	1611-301	Signals		West of Lake Wales	S.A.L. R.R.	12/48	1/49	7,873
Polk	559	1616-301	RBST	0.2	In Polk City	Ryan Construction Co.	8/48	5/49	13,834
Polk	60	1611-302	Signals		West of Bartow	S.A.L. R.R.	8/49	9/49	7,338
Polk	35	1621-902	Retreatment	9.4	Providence to Pasco Co. Line	Armstrong Construction Co.	10/49	12/49	31,056
Polk	17	1609-301	Signals		South of Frostproof	S.A.L. R.R.	7/48	8/49	8,913
Sarasota	775	1705-105	Remove Bridge		Remove Bridge No. 58	State Forces	3/49	4/49	1,554
Alachua	26	2607-106	RBST	15.5	Gainesville to Newberry	Cragg Construction Co.	5/48	6/49	412,111
Alachua	25	2602-206	A.C.	2.5	Near High Springs	Marion Construction Co.	8/48	11/49	178,280
Alachua	45	2603-110	A.C.	0.2	In High Springs	Marion Construction Co.	8/48	11/49	13,240
Alachua		2620-101	RBST		Gainesville Farmers' Market	State Forces	9/48	3/49	32,211
Baker	125	2704-201	RBST	6.0	North Glenn St. Marys	B. B. McCormick	2/47	1/49	243,169
Baker	125	2704-202	RBST	3.4	North Glenn St. Marys	Duval Engineering & Contracting Co.	11/47	5/49	74,035
Baker	125	2704-103	RBST	1.3	North Glenn St. Marys	Duval Engineering & Contracting Co.	11/47	5/49	101,879
Baker	23	2703-301	Signals		In Macclenny	S.A.L. R.R.	5/49	5/49	7,500
Bradford	18	2804-201	SBRM	5.7	Union Co. Line to Brookier	Hall Construction Co.	5/48	7/49	216,950
Bradford	225	2811-101	SBRM	5.7	S.R. 16 to Lawley	C. E. Construction Co.	6/48	12/49	156,397
Bradford	18	2808-201	RBST	4.0	Hampton to S.R. 100	J. H. Cragg Construction Co.	12/48	10/49	140,487
Clay	218	7112-201	Grade	13.1	S.R. 200 to S.R. 215	Duval Engineering & Contracting Co.	5/48	2/49	261,926
Clay	220	7114-102	RBST	1.8	Doctor's Inlet East	M. J. Carroll Contracting Co.	12/48	7/49	82,767
Clay	218	7112-301	Signals		At Highlands	S.A.L. R.R.	1/49	2/49	13,088
Clay	220	7114-103	Bridge	340'	Doctor's Inlet Bridge	S. M. Wall Construction Co.	8/49	12/49	47,322
Columbia	18	2910-201	SBRM	4.6	S.R. 25 to Union Co. Line	L. L. Hall Construction Co.	4/48	5/49	144,621
Co'umbia	47	2907-901	Seal	27.7	Lake City to Georgia Line	State Forces	10/49	12/49	13,122
Dixie	55	3001-110	Remove Bridge		Bridge No. 28 and 29	State Forces	6/49	8/49	6,242
Duval	21	7217-107	Bridge	0.5	Cedar Creek	Duval Engineering & Contracting Co.	4/48	7/49	205,441
Duval	212	7219-107	A.C.	9.2	Hogan to Pablo Creek	Duval Engineering & Contracting Co.	9/47	3/49	1,165,182
Duval	105	7225-201	Bridges-RBST	1.5	Shad and Haulover Creek	Duval Engineering and Contracting Co.	3/48	2/49	219,523

DESCRIPTION OF JOBS COMPLETED
JANUARY 1, 1949 THROUGH DECEMBER 31, 1950

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Month Started	Month Completed	Cost (Contract or Estimated)
Duval	105	7225-105	Bridge		Broward River	Okeechobee Construction Co.	12/47	7/49	341,847
Duval	212	7219-109	Bridge	806'	Pablo Creek Bridge	Geo. D. Auchter Co.	5/48	12/49	716,675
Duval	A1A	7210-602	Fenders		St. Johns River	L. M. Blackwell	12/48	5/49	45,261
Duval	5	7207-902	Bridge Repairs		St. Johns River	Okeechobee Construction Co.	8/49	10/49	14,724
Duval	15	7203-903	Power House		Ortega River	State Forces	2/49	2/49	3,500
Duval	212	7219-110	Roadway Improvement		Canal to Jacksonville Beach	State Forces	6/49	9/49	15,000
Duval	105	7225-903	Bridge	845'	Clapboard Creek	State Forces	7/49	12/49	45,573
Duval	13	7216-604	Resurface	0.2	Bridge No. 30	State Forces	10/49	12/49	8,489
Duval	A1A	7210-603	Bridge Repairs		Pablo Creek Bridge	State Forces	10/49	11/49	4,202
Lafayette	20	3301-105	Wayside		West of Suwannee River	State Forces	11/48	1/49	2,090
Lafayette	250	3306-102	REST	1.5	S.R. 53 to Suwannee River	J. H. Cragg Construction Co.	9/49	11/49	19,570
Lafayette	20	3301-106	REST	3.0	West of Suwannee River	State Forces	8/49	12/49	26,644
Levy	40	3410-501	Stab. Shoulders	8.3	S.R. 55 to Marion Co. Line	State Forces	12/48	1/49	9,541
Levy	45	3401-304	Signals		In Williston	S.A.L. R.R.	5/49	6/49	6,806
Nassau	115	7407-102	RBST	5.2	Duval Co. Line to S.R. 15	Marion Construction Co.	10/47	1/49	280,122
Nassau	5	7402-103	Welcome Station		Near Georgia Line	State Forces	10/48	12/49	33,889
Nassau	200	7406-109	Stab. Shoulders	10.4	S.R. 5 to Fernandina	State Forces	6/47	1/49	10,000
Nassau	5	7402-302	Signals		At Yulee	S.A.L. R.R.	4/49	6/49	5,839
Nassau	200	7404-108	Culverts		At Italia	State Forces	10/48	1/49	13,629
Nassau	5	7402-093	Stab. Shoulders	13.4	Duval Co. Line to Georgia Line	State Forces	7/49	12/49	9,830
Suwannee	250	3775-101	SBRM	12.1	Lafayette Co. Line to S.R. 51	Marion Construction Co.	3/48	2/49	182,439
Suwannee	136	3775-102	SBRM	11.5	S.R. 51 to Columbia Co. Line	Marion Construction Co.	3/48	9/49	162,586
Suwannee	20	3703-302	Signals		At Branford	A.C.L. R.R.	10/49	11/49	6,522
Suwannee	10	3701-501	Seal	2.1	West of Wellborn	State Forces	11/49	12/49	2,584
Taylor	14	3810-201	Grade	6.5	S.R. 20 to Madison Co.	Caddell & Jackson	12/48	10/49	248,691
Taylor	30	3806-104	Remove Bridge		Bridge No. 17	State Forces	8/49	8/49	4,975
Union	18	3507-201	SBRM	8.3	Columbia Co. Line to Bradford Co. Line	L. L. Hall Construction Co.	4/48	8/49	192,099
Union	18	3907-301	Signals		At Worthington Springs	A.C.L. R.R.	10/49	10/49	5,650
Bay	386	4610-201	SBRM	0.1	S.R. 30 to Gulf Co. Line	Smith Engineering & Construction Co.	6/47	11/49	1,938
Bay	391	4611-101	SBRM	3.197	S.R. 75 to Municipal Airport	Smith Engineering & Construction Co.	7/48	6/49	81,334
Bay	389	4613-101	SBRM	3.020	S.R. 30 to S.R. 75	Coggin & Deermont	8/48	5/49	95,545
Bay	388	4607-201	Grade - Bridge	3.589	S.R. 79 to S.R. 77	S. M. Wall	1/49	10/49	187,186
Bay	30	4601-110	Stab. Shoulders	16.478	Walton Co. Line to Panama City	State Forces	9/47	9/47	35,887
Bay	389	4613-102	SBRM	1.500	Municipal Docks to S.R. 30 in Panama City	Coggin & Deermont	12/48	6/49	78,280
Calhoun	69	4775-101	SCST	6.665	4 mi. North of Blountstown to Jackson Co. Line	Faulk & Coleman	9/48	10/49	183,986
Calhoun	73	4775-102	SCST	9.280	S.R. 71 to Frink	Faulk & Coleman	9/48	10/49	225,450
Calhoun	20	4701-109	Wayside Park		At Clarksville	State Forces	2/49	3/49	1,710
Calhoun	274	4700-101	Repair Bridge		Chipela River	State Forces	11/49	12/49	4,000
Escambia	292	4805-102	Bridge	344'	In Pensacola	Hardaway Contracting Co.	5/47	7/49	680,245
Escambia	10	4801-203	Bridge	700'	Perdido River	Noonan Construction Co.	1/47	2/49	186,877
Escambia	196	4809-201	SCST	3.913	S.R. 95 to S.R. 99	Noonan Construction Co.	1/48	7/49	115,302
Escambia	99	4821-201	SCST	2.417	S.R. 196 to Barrineau Park	Noonan Construction Co.	1/48	7/49	84,453
Escambia	292	4805-103	Cone	0.395	In Pensacola	State Forces	4/48	5/49	100,000
Escambia		4875-101	Bridge	3,639'	Santa Rosa Sound Bridge	Bridge Authority	6/48	9/49	14,000
Escambia	99	4821-101	SCST	0.091	From S.R. 99 to Post Office	Noonan Construction Co.	1/48	7/49	1,479
Escambia	99	4821-102	SCST	2.760	North of Barrineau Park	Ray Construction Co.	8/48	6/49	94,179
Escambia	292	4805-105	SBRM	1.936	S.R. 295 to Bayou Chico	Smith Engineering & Construction Co.	2/49	3/49	32,503
Franklin	30	4901-905	Stab. Shoulders	9.840	Apalachicola and Carrabelle	State Forces	6/48	8/49	22,000
Franklin	30	4901-906	Bridge Repair		Apalachicola River Bridge	State Forces	11/48	11/49	7,500
Franklin	370	4902-901	Mineral Seal	11.566	S.R. 30 to Alligator Point	A. F. Rich Co.	11/49	11/49	9,516
Gadsden	10	5003-202	A. C.	13.175	S.R. 12 in Quincy to Leon Co. Line	R. B. Tyler Co.	1/48	6/49	698,498
Gadsden		5015-101	RBST		Farmers' Market in Quincy	State Forces	9/48	7/49	1,760
Gadsden	63	5002-110	Widen Culvert		West of Havana	Wainer Construction Co.	7/48	2/49	4,019
Gadsden	12	5005-103	Sidewalk		In Quincy	State Forces	12/48	2/49	6,000
Gadsden	269	5018-101	SCST	0.600	S.R. 10 to Georgia State Line	State Forces	6/49	8/49	12,782

Gulf	386	5104-201	SBRM	19.327	Bay Co. Line to Wewahitchka	Smith Engineering & Construction Co.	6/47	11/49	526,809
Gulf	381	5175-101	SBRM	10.535	Willis Landing to S.R. 71	Faulk and Coleman	11/48	11/49	254,600
Gulf		5175-102	SBRM	1.500	S.R. 30 to Niles	Faulk and Coleman	5/49	12/49	48,567
Gulf		5175-103	SBRM	1.634	Highland View	Faulk and Coleman	6/49	12/49	38,608
Gulf		5175-104	SBRM	0.532	Beacon Hill	Faulk and Coleman	7/49	11/49	10,786
Gulf		5175-105	SBRM	0.699	Oak Grove	Faulk and Coleman	5/49	12/49	16,281
Gulf	30	5101-903	Splash Wall	0.415	East of Port St. Joe	State Forces	5/49	9/49	31,975
Jackson	2	5307-103	SCST	15.000	Campbellton to Malone	State Forces	9/46	8/49	444,097
Jackson	2	5307-202	Bridges	0.293	Marshall and Cowarts Creeks	Peterson and Earnhart	5/48	6/49	205,621
Jackson	71	5309-108	SCST	0.265	In Greenwood	State Forces	12/48	6/49	19,075
Jackson		5300-107	SCST	1.434	Entrance to State Park	A. B. Covell	12/48	6/49	26,243
Jackson		5300-108	SCST	0.230	Community Milk Depot	State Forces	9/48	2/49	3,052
Jackson	2	5307-109	Culverts		Near Cowarts Creek	C. T. Felix	3/49	6/49	22,138
Jackson		5320-102	SCST		Florida Industrial School	State Forces	4/49	6/49	3,000
Jackson	2	5307-110	Surface Treatment	8.812	Graceville to Campbellton	Coggin and Deermont	7/49	9/49	19,060
Jefferson	10	5401-110	Bridges	105'	East of Monticello	Wainer Construction Co.	7/48	3/49	79,060
Jefferson	20	5402-107	SCST	0.165	At Leon County Line	State Forces	5/49	10/49	4,996
Jefferson	149	5408-901	Mineral Seal	8.067	S.R. 57 to Georgia Line	A. F. Rich Co.	11/49	11/49	6,733
Leon	10	5502-103	Bridges	350'	Bridge Numlers 4, 5, 6 and 8	Wainer Construction Co.	7/48	3/49	72,979
Leon	63	5501-102	Bridges	110'	Bridge Numlers 1 and 2	Wainer Construction Co.	7/48	3/49	11,465
Leon	20	5508-106	SCST	0.589	At Jefferson County Line	A. F. Rich Co.	5/49	10/49	27,280
Leon	369	5517-201	SBRM	4.432	Wakulla Co. Line to S.R. 61	Caddell & Jackson	6/48	11/49	110,080
Leon	364	5521-101	SCST	5.300	Old St. Augustine Road	Leon County	9/47	10/49	26,779
Leon	363	5510-102	Signals		On South Adams Street	S.A.L. Railway	5/49	5/49	6,172
Leon	10	5502-110	Widen Shoulders	13.470	Tallahassee to Baum	State Forces	9/48	11/49	14,527
Leon	363	5504-107	Widen Shoulders	10.560	Wakulla Co. Line to Tallahassee	State Forces	9/48	11/49	11,649
Leon	373	5575-101	SCST	9.600	Wakulla Co. Line to Old Pavement	A. F. Rich Co.	1/49	7/49	126,724
Leon	373	5575-102	SCST	1.800	Packing Plant to S.R. 61	A. F. Rich Co.	1/49	7/49	33,272
Leon	261	5575-103	SCST	5.560	S.R. 61 to Old St. Augustine Road	A. F. Rich Co.	1/49	7/49	59,266
Leon	12	5575-106	SCST	5.970	S.R. 155 to S.R. 61	C. E. Construction Co.	2/49	7/49	65,315
Leon	12	5575-107	SCST	1.250	S.R. 12 South to Lake Jamonia	C. E. Construction Co.	2/49	7/49	13,670
Leon	157	5575-108	SCST	6.150	S.R. 63 to Gadsden Co. Line	A. F. Rich Co.	1/49	11/49	61,462
Leon	158	5575-109	SCST	4.450	S.R. 63 to S.R. 10	A. F. Rich Co.	1/49	11/49	53,002
Leon	63	5501-107	Raise Fill	1.4	At Lake Jackson	State Forces	2/49	9/49	28,123
Leon	363	5510-901	Adjust Manholes		On Adams Street	State Forces	6/49	7/49	1,980
Leon	373	5519-105	Sprigging	9.6	Wakulla Co. Line to Old Pavement	State Forces	7/49	12/49	4,998
Leon	261	5526-102	Sprigging	5.816	S.R. 61 to Old St. Augustine Road	State Forces	7/49	9/49	2,907
Leon	158	5523-102	Sprigging		S.R. 63 to S.R. 10	State Forces	8/49	12/49	3,176
Leon	157	5524-103	Sprigging		S.R. 158 to S.R. 63	State Forces	11/49	12/49	4,512
Liberty	65	5604-107	Grade	11.380	Franklin Co. Line North	State Forces	1/45	6/49	40,000
Okaloosa	2	5710-104	SCST	3.500	Yellow River to S.R. 85	State Forces	3/49	7/49	60,000
Okaloosa	189	5711-101	SBRM	4.310	Mary Esther and Fort Walton	Smith Engineering & Construction Co.	5/48	8/49	106,523
Okaloosa	2	5710-201	Bridge	1.216	Yellow River at Oak Grove	Coggin & Deermont	8/48	8/49	262,925
Okaloosa	30 Alt.	5714-103	SBRM	1.907	S.R. 30 to Destin	A. B. Covell	1/49	8/49	49,707
Okaloosa	2	5710-105	SCST	2.0	Approaches to Yellow River Bridge	Coggin & Deermont	10/48	4/49	33,825
Okaloosa		5700-106	SCST	0.500	In Laurel Hill	State Forces	4/49	9/49	6,083
Okaloosa	189	5711-102	SCST	2.000	In Fort Walton	Smith Engineering & Construction Co.	11/48	8/49	39,758
Okaloosa	2	5710-106	Rip Rap		At Yellow River	A. B. Covell	8/49	9/49	6,600
Okaloosa	85	5705-108	Storm Sewer		In Crestview	State Forces	8/49	9/49	9,396
Okaloosa		5700-107	SCST	0.189	Streets in Laurel Hill	State Forces	7/49	9/49	5,775
Santa Rosa	89	5813-101	SCST	5.900	Brown Fish Camp to S.R. 10	A. B. Covell	6/48	3/49	65,000
Santa Rosa	10	5801-105	Drainage		In Milton	State Forces	5/49	6/49	8,000
Santa Rosa	10	5801-106	Bridge	330'	Saultsman Bayou	Noonan Construction Co.	4/48	1/49	110,197
Santa Rosa	197	5807-201	SCST	11.3	End of Pavement to Jay	J. D. Manly Construction Co.	11/48	10/49	187,014
Santa Rosa	30	5803-107	Shoulders	24.1	Escambia Co. Line to Okaloosa Co. Line	State Forces	6/48	9/49	28,215
Santa Rosa	197	5807-103	SCST	1.0	South of Jay	J. D. Manly Construction Co.	11/48	10/49	19,200
Santa Rosa		5800-106	SCST	0.570	S.R. 30 to Boy Scout Camp	State Forces	5/49	11/49	4,500
Wakulla	369	5902-201	SBRM	9.028	S.R. 61 to Leon County Line	Caddell & Jackson	6/48	11/49	292,696
Wakulla		5900-104	SBRM	0.758	In Panama	A. F. Rich Co.	1/49	5/49	16,131
Wakulla	365	5909-901	Mineral Seal	8.467	Spring Creek to S.R. 61	A. F. Rich Co.	11/49	11/49	6,469
Walton	395	6004-906	Sand Seal	2.4	Gulf to S.R. 30	State Forces	9/49	9/49	1,137
Walton	20	6003-902	Repaint Bridge		At Choctawhatchee River	George G. Tapper Co., Inc.	11/49	12/49	28,146
Washington		6110-101	SCST	6.0	Orange Hill to Chipley	Coggin & Deermont	4/48	4/49	45,000

DESCRIPTION OF JOBS COMPLETED
JANUARY 1, 1949 THROUGH DECEMBER 31, 1950

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Month Started	Month Completed	Cost (Contract or Estimated)
Washington	10	6101-110	Drainage		In Chipley	State Forces	7/48	4/49	9,000
Washington	280	6109-901	Ditches	10.8	Hinson to S.R. 79	State Forces	4/49	10/49	19,242
Broward	824	8620-102	Retread	1.4	S.R. 7 to S.R. A1A	R. H. Wright	5/48	1/49	233,297
Broward		8675-101	Bridge	150'	In Fort Lauderdale	Powell Bros., Inc.	1/49	11/49	481,930
Broward	A1A	8603-901	Fenders		Dania Bridge	State Forces	8/49	10/49	10,084
Broward	824	8620-901	Fenders		Hallandale Bridge	State Forces	8/49	10/49	6,563
Collier	846	0302-201	RBST	8.6	Immokalee to Hendry Co. Line	Hooper Construction Co.	6/47	2/49	314,851
Collier	90	0304-108	Bridges	114'	Bridge No. 79 and 99	State Forces	10/49	12/49	7,755
Dade	9	8724-203	Grade	7.1	Opalocka to Broward Co. Line	H. E. Wolfe Construction Co.	1/49	10/49	647,799
Dade	5	8703-106	A.C.	5.5	39th to 123rd St.	Macasphalt Corp.	6/49	8/49	138,364
Dade		8700-104	RBST		Yard at Kendall	State Forces	6/48	6/49	4,704
Dade	828	8708-105	A.C.	0.4	Between Miami and Miami Beach	Macasphalt Corp.	6/49	8/49	14,254
Indian River	512	8804-901	Seal	9.0	Fellsmere to Sebastian	A. O. Greynolds Co., Inc.	7/49	8/49	9,494
Indian River	60	8806-902	Seal	21.9	St. Lucie Co. Line to S.R. 502	A. O. Greynolds Co., Inc.	7/49	7/49	25,216
Martin	5	8901-904	Shoulders	14.5	Hobe Sound to St. Lucie Co. Line	Rul in Construction Co.	7/48	2/49	54,184
Martin	714	8909-102	Repairs		On S.R. 714	Martin County	10/48	5/49	10,000
Monroe		9000-901	Fill		Boca Chica Channel	State Forces	10/49	11/49	1,460
Palm Beach	703	9308-107	A.C.	0.4	Singer Island Bridge Approach	Brinson Construction Co.	9/49	11/49	46,672
Palm Beach	A1A	9306-106	Retread	1.8	Delray Beach to Boynton	Brinson Construction Co.	9/48	4/49	95,142
Palm Beach	5	9302-107	A.C.	3.2	West Palm Beach to Lake Park	Brinson Construction Co.	6/48	3/49	725,178
Palm Beach	5	9304-108	A.C.	1.0	North of Lake Park	Brinson Construction Co.	6/48	6/49	252,223
Palm Beach	703	9308-106	Bridge	1,284	Singer Island Bridge	Palm Beach County	11/48	11/49	46,818
Palm Beach	A1A	9306-110	A.C.	0.9	South of Lantana	Cleary Bros. Construction Co.	12/48	10/49	177,038
Palm Beach	80	9311-114	Culvert		Belle Glade Experiment Station	State Forces	1/49	4/49	1,719
Palm Beach	808	9326-101	A.C.	1.3	In Boca Raton	Mills Construction Co.	11/48	4/49	46,661
Palm Beach		9375-104	Bridge	201'	Congress Ave. Bridge	Cleary Bros. Construction Co.	5/49	11/49	62,034
Palm Beach	809	9375-105	Bridge	173'	Military Trail Bridge	Cleary Bros. Construction Co.	7/49	12/49	47,568
Palm Beach	809	9375-106	RBST	2.1	S.R. 80 to S.R. 704	Rulin Construction Co.	8/49	10/49	17,105
Palm Beach		9375-108	SBRM	4.2	West S.R. 809 to S.R. 5	Rulin Construction Co.	8/49	10/49	57,966
Palm Beach	5	9304-903	Steel Deck		Bridge No. 4	Cleary Bros. Construction Co.	5/49	6/49	5,280
Palm Beach		9300-110	RBST		Belle Glade Airport	State Forces	5/49	5/49	1,509
St. Lucie		9409-102	RBST		Fort Pierce Farmers' Market	Cleary Bros. Construction Co.	12/48	3/49	38,133
St. Lucie	A1A	9406-104	RBST	2.4	S.R. 605 to Atlantic Ocean	Belcher Oil Co.	1/49	4/49	43,198
Brevard	3	7012-102	Fill		At Eau Gallie	Powell Bros., Inc.	10/48	8/49	137,012
Brevard	402	7016-108	Bridge	1,916'	At Titusville	Cleary Bros. Construction Co.	3/48	3/49	768,302
Brevard	503	7020-102	Retread	3.8	S.R. 520 in Cocoa South	Hubbard Construction Co.	12/48	3/49	45,197
Brevard	3	7013-902	Bridge Repairs		Mather Bridge	State Forces	11/49	12/49	5,626
Citrus	45	0201-902	Seal	5.7	S.R. 48 to Inverness	W. L. Cobb Construction Co.	8/49	8/49	6,068
Citrus	45	0201-903	Seal	16.9	Inverness to Marion Co. Line	W. H. Armston Co., Inc.	10/49	11/49	18,969
Citrus	45	0201-904	Seal	6.0	Hernando Co. Line North	W. H. Armston Co., Inc.	10/49	11/49	6,723
Flagler	5	7301-103	Widen Bridges	598'	Bridge No. 2, 3, 4, 5, 6, 7 and 8	Hubbard Construction Co.	8/47	2/49	24,065
Flagler	11	7302-201	SBRM	8.2	Bunnell to S.R. A1A	Dickerson	8/47	1/49	426,373
Flagler	305	7375-101	SBRM	10.4	Deenville to S.R. 20	L. L. Hall Construction Co.	12/48	10/49	365,617
Flagler	11	7302-902	Seal	8.2	S.R. 5 to S.R. A1A	W. L. Cobb Construction Co.	12/49	12/49	9,452
Lake	19/44	1105-105	A.C.	1.8	In Eustis	Marion Construction Co.	12/48	3/49	63,660
Lake	455	1118-103	SBRM	3.1	S.R. 459 to S.R. 19	S. M. Wall	7/49	11/49	49,500
Marion	25	3601-903	Seal	10.2	Bellview to East Lake	W. L. Cobb Construction Co.	8/49	8/49	8,047
Marion	35	3605-901	Seal	7.1	Sumter Co. Line to Bellview	W. L. Cobb Construction Co.	8/49	8/49	5,649
Orange	520	7514-101	SBRM	0.7	Bithlo South	Hubbard Construction Co.	12/48	6/49	173,010
Orange	437	7518-101	SBRM	5.9	S.R. 435 to S.R. 500	Hubbard Construction Co.	9/48	5/49	118,735
Orange	436	7512-103	Retread	2.3	S.R. 25 to Seminole Co. Line	Langston Construction Co.	11/48	1/49	16,164
Orange	448	7517-102	Retread	0.8	Lake Co. Line East	Langston Construction Co.	7/48	1/49	5,719
Orange	50	7505-901	Seal	4.1	Lake Co. Line to Ocoee	W. L. Cobb Construction Co.	8/49	8/49	3,217
Osceola	535	9204-101	Resurface	7.2	Kissimmee to Orange Co. Line	Macasphalt Corp.	9/48	2/49	62,449
Osceola	530	9209-101	Resurface	7.2	S.R. 535 to Lake Wilson	Macasphalt Corp.	9/48	2/49	73,329

Osceola	531	9211-101	SBRM	12.0	Reedy Creek to S.R. 600	Polk Construction Co	7/49	11/49	57,767
St. Johns	5	7801-107	Widen Bridges	243'	Bridge No. 1 and 2	Hubbard Construction Co	8/48	2/49	27,527
St. Johns	5	7802-105	Widen Bridges	127'	Bridge No. 4, 5 and 6	Hubbard Construction Co	7/48	1/49	22,929
St. Johns	5	7801-108	Bridge	278'	Bridge in St. Augustine	R. H. Blackwell	8/48	8/49	117,541
St. Johns	A1A	7803-902	Fenders		North New River Bridge	R. H. Blackwell	6/49	8/49	25,053
Seminole	46	7706-104	Retread	6.9	Orange Co. Line to Oviedo	Largest Construction Co.	11/48	1/49	49,239
Seminole	434	7700-301	Signals		In Longwood	A.C.L. R.R.	9/49	10/49	10,325
Seminole	426	7706-501	Seal	7.8	Oviedo to S.R. 46	W. L. Cobb Construction Co	11/49	11/49	7,844
Sumter	44	1807-103	RBST	4.7	Wildwood to Lake Co. Line	Marion Construction Co	8/48	5/49	158,588
Volusia	5	7901-203	A.C.	2.1	In Daytona Beach	J. H. Cragg Construction Co.	11/47	3/49	474,706
Volusia	5	7903-206	A.C.	0.2	In Daytona Beach	J. H. Cragg Construction Co.	11/47	3/49	36,922
Volusia	A1A	7908-109	Bridge Approach	0.4	In Daytona Beach	J. H. Cragg Construction Co.	8/48	3/49	24,706
Broward	810	8612-104	Retread	0.5	In Deerfield Beach	R. H. Wright	7/50	7/50	6,376
Citrus	269	0200-101	RBST	2.3	Herrando Co. Line to S.R. 470	Conner Construction Co	11/48	3/50	13,750
Bay	388	4607-201	Ditch Paving		West Bay to College Station	State Forces	12/49	7/50	12,057
Clay	21	7107-110	RBST	2.0	North of Camp Blanding	State Forces	7/49	3/50	69,361
Calhoun	73	4702-202	SCST	0.4	In Altha	Doyle Pope	9/49	2/50	36,350
Calhoun	71	4702-201	SCST	0.8	In Blountstown	J. H. Cragg	11/49	5/50	70,699
Alachua	25	2801-106	Retread	3.1	Marion Co. Line to Micanopy	Marion Construction Co.	5/50	6/50	47,170
Collier	90	0304-109	Bridges	221'	Bridges No. 111 and 117	State Forces	5/50	10/50	9,115
Bay	30	4602-110	Bridge	28'	Bridge No. 17	A. B. Covell	12/49	3/50	24,807
Clay	21	7107-111	A.C.	14.6	S.R. 215 to Duval Co. Line	Fam Finley, Inc.	6/50	8/50	126,182
Duval	21	7217-	A.C.	0.4	Duval Co. Line to Cedar Creek	Sam Finley, Inc.	6/50	8/50	Clay County
Broward	814	8613-104	Retread	1.9	In Panama Beach	Broward Asphalt Co.	7/50	10/50	32,708
Collier	90	0301-112	Bridges	121'	Bridges No. 19 and 95	State Forces	4/50	5/50	4,217
Alachua	236	2619-101	Grade	3.4	Gilchrist Co. Line to S.R. 45	S. M. Wall	3/50	9/50	10,600
Alachua	236	2619-102	RBST	3.4	Gilchrist Co. Line to S.R. 45	S. M. Wall	3/50	9/50	33,187
Alachua		2618-106	RBST		University of Florida	J. H. Cragg	6/49	1/50	65,506
Bay	75	4604-110	SCST	8.5	Panama City to Bayou George	Caddell & Jackson	12/49	8/50	207,959
Columbia	City St.	2900-103	SBRM	0.4	In Lake City	State Forces	5/50	5/50	3,053
Duval	212	7219-111	REBT	1.3	Pablo Creek Bridge Approaches	B. B. McCormick	11/49	5/50	149,774
Duval	211	7205-110	Retread	1.6	In Jacksonville	Jaxon Construction Co	3/50	5/50	26,127
Duval	15	7212-104	Retread	1.0	In Jacksonville	Jaxon Construction Co	3/50	5/50	10,419
Dade	7	8714-108	REBT	0.9	Snake Creek Bridge to Broward Co. Line	Broward Asphalt Co.	1/50	3/50	6,888
Duval	13	7216-109	Retread	1.0	In Jacksonville	Jaxon Construction Co	3/50	5/50	23,604
Duval	212	7219-112	A.C.	0.2	In Jacksonville Beach	B. B. McCormick	2/50	5/50	35,000
Duval	5	7207-110	Retread	0.8	In Jacksonville	Duval Engineering and Contracting Co.	11/49	1/50	25,497
DeSoto	72	0406-201	SBRM	6.9	West of Arcadia to S.R. 70	L. L. Hall	8/49	4/50	225,053
Duval	5	7205-109	Retread	2.7	In Jacksonville	Duval Engineering & Contracting Co.	11/49	1/50	57,153
Duval	212	7219-108	Fill	0.5	Pablo Creek Bridge	Atlantic Dredging Co.	4/49	5/50	141,312
Columbia	47	2902-104	RBST	7.1	Columbia to Lake City	Duval Engineering & Contracting Co.	7/49	1/50	162,421
Gadsden	10	5003-103	Sewers		In Quincy	State Forces	5/50	5/50	3,533
Hamilton	141	3207-101	RBST	3.9	South of Jennings to Georgia Line	L. M. White	1/50	8/50	85,589
DeSoto		0450-150	SBRM	5.5	City Streets in Arcadia	Marion Construction Co	9/50	10/50	47,324
Gilchrist	47	3105-103	RBST	17.8	S.R. 49 in Trenton to River	W. L. Cobb	3/50	5/50	46,236
Hardee	661	0651-150	Retread	3.3	S.R. 84 to Vandolah Road	W. L. Cobb	6/50	7/50	15,662
Hardee	35	0601-117	Retread	3.1	Zolfo Springs to Wauchula	Macasphalt Corp.	6/50	8/50	23,019
Hernando	45	0801-111	Retread	9.4	Brooksville to Citrus Co. Line	Marion Construction Co.	3/50	3/50	7,200
Hernando	50	0805-201	RBST	6.4	From S.R. 41 to Brooksville	Cone Bros. Construction Co.	8/49	6/50	273,711
Hillsborough	60	1011-105	RBST	1.5	S.R. 574 to S.R. 43	Cone Bros. Construction Co.	3/50	5/50	19,045
Hillsborough	585A	1051-150	RBST	3.4	On 40th Street, Tampa	Cone Bros. Construction Co.	5/50	7/50	35,000
Highlands	17/64	0904-109	Retread	7.7	Avon Park to Sebring	Macasphalt Corp.	7/50	8/50	66,088
Highlands	634	0954-101	Retread	4.3	State Park to Sebring	Macasphalt Corp.	7/50	7/50	34,262
Holmes	2	5205-105	RBST	6.7	S.R. 81 East to near River	Ceggin & Deermont	9/46	12/47	125,997
Hendry	833	0708-201	Bridges	162'	On Devils Garden Road	Hardee-Walker Construction Co.	8/49	4/50	90,800
Hendry	82	0702-101	SBRM	1.2	Lee Co. Line to Collier Co. Line	Brinson Construction Co.	1/48	6/50	46,547
Indian River	512	8804-108	RBST	0.1	Remove Bridges	S. F. McKenzie Co.	3/50	3/50	3,955
Alachua		2618-108	RBST		Florida Farm Colony	J. H. Cragg	12/49	2/50	9,348
Bay	390	4614-101	SBRM	0.8	In Panama City	Doyle Pope	10/49	6/50	25,349
Bay	390	4614-201	SBRM	5.1	Panama City to Lynn Haven	Doyle Pope	10/49	6/50	108,342
Bay	75	4604-902	Seal	6.2	North of Bayou George	State Forces	7/50	7/50	3,193
Jackson	10	5302-110	Walkway		On Chipola River Bridge	Petersen & Earnhardt	6/50	7/50	5,910
Jackson	75	5303-108	SCST	9.4	Round Lake to Cottondale	Doyle Pope	1/50	8/50	100,000
Jackson	75	5303-109	Widen Culverts		Round Lake to Cottondale	Doyle Pope	4/50	8/50	22,730

DESCRIPTION OF JOBS COMPLETED
JANUARY 1, 1949 THROUGH DECEMBER 31, 1950

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Month Started	Month Completed	Cost (Contract or Estimated)
Jackson	75	5303-110	SCST.	3.4	Cottondale to S.R. 73	Coggin & Deermont	1/50	9/50	50,000
Jackson	73	5305-106	SCST.	6.7	Marianna to S.R. 75	Coggin & Deermont	11/49	7/50	71,907
Jackson	2	5307-104	SCST.	3.0	Malone to S.R. 165	W. M. Boozer	10/49	5/50	54,344
Jackson	77	5353-150	SCST.	1.1	S.R. 77 to Galilee Church	W. M. Boozer	6/50	9/50	14,688
Jackson	75	5303-111	Widen Culverts		Cottondale to S.R. 73	Coggin & Deermont	4/50	8/50	12,398
Lake	545A	1121-101	SBRM.	1.1	S.R. 25 to Orange Co. Line	Marion Construction Co.	12/49	5/50	40,000
Lee	82	1275-101	SBRM.	14.5	Airfield Road to Hendry Co. Line	Brinson Construction Co.	11/48	7/50	348,684
Lee	867	1204-107	ST.	7.0	S.R. 270 to Fort Myers	A. O. Greynolds	8/50	9/50	15,094
Leon	61	5512-103	SCST.	3.7	Wakulla Co. Line to S.R. 369	Marion Construction Co.	3/50	7/50	33,156
Levy	55	3405-106	Retread	12.5	Otter Creek to Chieftand	Macasphalt Corp.	11/49	1/50	139,902
Madison	255	3575-101	RBST.	6.0	South of Lee	Caddell & Jackson	10/49	7/50	88,746
Manatee	45	1303-105	Widen Bridge	82'	Bridge No. 28	Cone Bros. Construction Co.	7/49	1/50	23,631
Martin	710	8907-105	RBST.	6.0	Indiantown to S.R. 76	J. D. Manly	2/50	5/50	54,006
Monroe	5	9006-902	Bridge Repairs		Tea Table & Lignum Vitae	Powell Bros.	1/50	9/50	113,790
Nassau	108	7410-101	RBST.	0.7	In Hilliard	Glenn G. Searing	3/50	7/50	37,576
Nassau	5	7402-103	SBRM.		Welcome Station	State Forces	9/49	1/50	70,000
Nassau	200	7406-107	Bridge	537'	Amelia River Bridge	Geo. D. Auchter Co.	5/48	1/50	539,750
Nassau	200	7406-108	RBST.	1.0	Approaches to Bridge	B. B. McCormick	9/47	2/50	283,622
Okaloosa	30A	5714-104	Shoulders	1.9	S.R. 30 to Inlet	State Forces	4/50	5/50	5,809
Okaloosa	285	5709-103	Bridge	22'	In Niceville	A. B. Covell	5/50	8/50	16,536
Okeechobee	78	9101-105	Bridge	50'	Kissimmee River Bridge	Cleary Bros.	1/50	1/50	7,669
Okeechobee	15	9102-108	RBST.	1.6	S.R. 78 to Okeechobee	Belcher Oil Co.	1/50	3/50	17,079
Orange	15	7508-105	Retread	1.5	Southeast of Orlando	Langston Construction Co.	5/50	7/50	32,298
Orange	50	7505-202	Retread	0.7	In Orlando	Hubbard Construction Co.	9/49	3/50	69,704
Orange	545A	7522-101	SBRM.	0.6	S.R. 545 to Lake Co. Line	Marion Construction Co.	12/49	5/50	30,000
Osceola	500	9203-104	SBRM.	13.1	Ashton to Holopaw	Belcher Oil Co.	1/50	8/50	107,774
Pasco	579	1451-150	RBST.	3.5	Hillsborough Co. Line to S.R. 54	State Forces	6/50	9/50	30,000
Pinellas	55	1515-203	A.C.	13.1	S.R. 60 to Tarpon Springs	Cone Bros. Construction Co.	8/49	6/50	607,870
Putnam	207	7606-201	RBST.	3.1	S.R. 20 to St. Johns Co. Line	Brinson Construction Co.	2/50	7/50	108,997
Palm Beach	A1A	9306-112	RBST.	2.3	Lake Worth to Palm Beach	Brinson Construction Co.	6/50	8/50	70,771
Palm Beach	5	9301-107	A.C.	7.9	Delray Beach to Lantana	Rubin Construction Co.	7/50	10/50	145,572
Palm Beach	703	9308-107	A.C.	0.8	In Riviera	Brinson Construction Co.	1/50	10/50	46,972
Palm Beach	25	9310-109	A.C.	12.6	Hendry Co. Line to South Bay	Asphalt Paving Co.	2/50	5/50	182,504
Palm Beach	A1A	9306-111	Fill	2.5	North of Lantana	Standard Dredging Co.	8/49	2/50	12,000
Palm Beach	703	9308-106	Bridge	1,611'	Singer Island Bridge	Cleary Bros.	4/48	2/50	71,807
Polk	557	1629-103	Retread	1.1	In Lake Alfred	W. L. Cobb	7/50	8/50	10,668
Polk	60	1613-202	RBST.	4.4	East of Lake Wales	John A. Benton	6/49	4/50	194,945
Polk	35	1621-201	RBST.	7.4	Lakeland to Providence	J. W. Conner	1/50	9/50	351,026
Polk	City Sts.	1600-107	Retread	0.8	In Winter Haven	Polk Construction Co.	4/50	4/50	7,430
Polk	600	1601-901	Seal	1.2	In Lakeland	Cone Bros.	2/50	3/50	11,630
Polk	17	1609-902	Seal	1.3	In Haines City	Cone Bros.	2/50	3/50	2,727
Polk	17	1609-113	Retread	0.4	In Babson Park	Macasphalt Corp.	7/50	8/50	6,000
Polk	559	1616-106	Retread	0.8	In Auburndale	W. L. Cobb	5/50	8/50	18,000
Polk	555	1653-150	Retread	1.1	In Lake Alfred	W. L. Cobb	7/50	8/50	20,000
St. Johns	206	7809-201	Grade	6.0	S.R. 206 East	L. L. Hall	9/49	5/50	121,556
St. Johns	207	7805-201	RBST.	0.6	Putnam Co. Line to Hastings	Brinson Construction Co.	2/50	7/50	16,457
St. Lucie	5	9401-204	A.C.	6.6	Taylor Creek to Indian River Co. Line	Langston Construction Co.	10/49	8/50	271,861
Santa Rosa	89	5806-104	SCST.	4.0	Jay to Alabama Line	A. B. Covell	5/50	5/50	8,905
Santa Rosa	89	5806-103	Grade	4.0	Jay to Alabama Line	Smith Engineering and Construction Co.	5/50	5/50	50,000
Santa Rosa	89	5813-101	Grade	5.8	Browns Fish Camp	A. B. Covell	6/47	1/50	100,000
Santa Rosa	89	5813-102	SCST.	5.8	Brown's Fish Camp	A. B. Covell	6/47	1/50	12,826
Sarasota	780	1704-104	Bridge	16'	Bridge No. 36	State Forces	5/50	5/50	1,800
Sarasota	775	1705-106	Retread	7.3	Englewood to S.R. 45	W. L. Cobb	12/49	1/50	42,022
Sumter	470	1809-101	RBST.	7.7	S.R. 35 to Lake Canal	Conner Construction Co.	9/49	4/50	66,372
Sumter	48	1806-201	RBST.	4.1	Bushnell Southeast	Polk Construction Co.	5/48	1/50	129,461

Suwannee	City Str.	3710-103	RBST	1.0	In Live Oak	L. M. White	5/50	7/50	16,478
Suwannee	49	3707-262	SBRM	9.6	McAlpin to S.R. 10	J. D. Manly	2/49	2/50	187,667
Volusia	A1A	7508-110	RBST	0.1	In Daytona Beach	Brinson Construction Co.	1/50	7/50	39,451
Volusia	000	7004-204	RBST	2.2	South of DeLand	Brinson Construction Co.	9/49	4/50	112,572
Wakulla	61	5912-163	SCST	7.6	Wakulla Springs to Leon Co. Line	Marion Construction Co.	3/50	7/50	41,399
Walton	30	6002-107	Retread	9.0	Along Coast Line	Ga.-Ala. Paving Co.	2/50	5/50	41,573
Walton	20	6003-106	Remove Bridge	31	West of Freeport	A. B. Covell	5/50	8/50	10,931
Walton	30	6002-106	Retread	9.1	Along Coast Road	Ga.-Ala. Paving Co.	2/50	5/50	45,984
Bradford		2810-103	RBST		Lawley Farmers Market	State Forces	4/50	5/50	2,293
Bradford	200	2801-601	Seal	16.2	S.R. 221 to Clay Co. Line	Jaxon Construction Co.	1/50	2/50	21,838
Bradford	200	2802-901	S.T.	0.4	In Starke	Jaxon Construction Co.	1/50	2/50	3,778
Bradford	200	2801-111	Retread	0.1	In Starke	Jaxon Construction Co.	1/50	2/50	1,645
Bradford	250	2805-103	Retread	0.1	In Starke	Jaxon Construction Co.	1/50	2/50	1,645
Bradford	225	2811-102	Bridges	166	S.R. 16 to S.R. 100	S. F. McKenzie	11/49	7/50	132,970
Brevard	520	7010-907	Pave Channel		Ranana River Bridge	Powell Bros.	10/49	4/50	38,043
Brevard	A1A	7006-603	Seal	9.7	A1A South of Melbourne Beach	Hubbard Construction Co.	3/50	3/50	12,193
Brevard	5	7001-501	Sewer		In Melbourne	State Forces	12/49	1/50	1,496
Broward	A1A	8605-109	Repair Bridge		Sospiro Canal Bridge	Powell Bros.	5/50	6/50	22,841
Broward	A1A	8605-108	Retread	7.6	Fl. Lauderdale to Pompano Beach	R. H. Wright & Son	4/50	8/50	164,894
Broward	7	8610-106	Retread	16.8	Dade Co. Line to S.R. 814	Broward Asphalt Co.	12/49	3/50	118,483
Calhoun	500	4701-603	Retreatment	8.9	Clarksville to Blountstown	W. L. Cobb	1/50	6/50	15,126
Calhoun	69	4702-604	Retreatment	5.7	Blountstown North	W. L. Cobb	3/50	6/50	9,857
Calhoun	71	4702-110	SCST	0.2	In Blountstown	Doyle Pope	10/49	2/50	13,761
Calhoun	20	4701-902	Bridge Lights		Apalachicola River Bridge	State Forces	1/50	1/50	847
Clay	214	7152-150	RBST	8.0	Lake Geneva East	Jackson Construction Co.	3/50	5/50	68,660
Collier	92	0306-602	Seal	5.1	In Collier City	Belcher Oil Co.	3/50	3/50	5,048
Collier	29	0308-902	Seal	9.0	Arzell to Immokalee	Belcher Oil Co.	3/50	3/50	10,605
Columbia	10	2501-106	RBST	9.0	Suwannee Co. Line to Lake City	J. D. Manly	6/50	9/50	90,480
Columbia	47	2902-105	Stab. Shoulders	0.3	In Lake City	State Forces	2/50	3/50	4,578
Dade	5	8703-503	Bridge Deck		In South Miami	State Forces	5/50	6/50	28,690
Dade	716	8706-110	A.C.	0.8	Bakers Haulover	Hardaway Construction Co.	5/48	1/50	1,584,259
Dade	7	8714-107	Sewer		54th. Street Miami	Joe Reinertson	2/50	4/50	8,750
Duval	212	7219-901	Bridge Repairs		Hogan Road Bridge	Duval Engineering & Contractors Co.	4/50	5/50	5,428
Duval	200	7214-501	Seal	8.6	Clay Co. Line to Baldwin	Jackson Construction Co.	2/50	2/50	1,437
Duval	A1A	7210-503	Bridge Repairs		Pablo Creek Bridge	Duval Engineering & Contractors Co.	5/50	5/50	28,228
Duval	A1A	7210-106	Sewers		St. Johns Co. Line to Neptune Beach	Okerholce Construction Co.	6/49	1/50	54,375
Escambia	10A	4802-502	Slope Shoulder	2.0	Northwest of Pensacola	State Forces		2/50	21,250
Escambia	10	4801-203	Bridge	710	Perdido River Bridge	State Forces	1/49	1/50	186,877
Franklin		4900-103	SBRM		FSU Marine Lab. Alligator Point	Faulk & Coleman	3/50	4/50	5,894
Gadsden	159	5017-101	SCST	8.0	Old Salem to Ga. Line	W. L. Cobb	11/49	1/50	235,039
Gilchrist	49	3102-107	Grade	1.8	Levy Co. Line to Trenton	Jackson Construction Co.	3/50	5/50	7,700
Gilchrist	55	3104-201	RBST	0.6	Suwannee River to Levy Co. Line	W. H. Arnston	12/49	9/50	15,231
Hardee	64	0505-107	RBST	11.8	Manatee Co. Line to S.R. 661	W. L. Cobb	5/50	10/50	175,000
Hendry	80	0701-905	Seal	9.4	Lee Co. Line to LaBelle	Belcher Oil Co.	12/49	2/50	26,603
Hernando	45	0801-501	Seal	9.2	Brooksville to Citrus Co. Line	W. L. Cobb	12/49	1/50	10,189
Highlands	25	0603-107	Retread	1.5	S.R. 64 to S.R. 17 in Sebring	Macasphalt Corp.	7/50	7/50	31,796
Hillsborough	60	1011-301	Signals		East of Brandon	SAL RR	7/50	8/50	5,367
Hillsborough	45	1006-108	Widen Culverts		Near Manatee Co. Line	Cone Bros.	7/49	1/50	3,468
Holmes	2	5205-106	Grade	1.4	Approach to River Bridge	A. B. Covell	6/49	2/50	50,000
Holmes	181	5209-201	SCST	6.1	S.R. 81 to Leonia	A. B. Covell	4/50	4/50	106,923
Jackson	2	5307-111	Drainage		In Graceville	State Forces	6/50	9/50	6,000
Jackson	73	5305-108	Widen Culverts		S.R. 73 to Alabama Line	Coggin & Deermont	4/50	10/50	49,884
Jackson	75	5303-902	Retreatment	1.0	In Cottondale	Coggin & Deermont	8/50	8/50	5,464
Jackson	10	5301-902	Retreatment	7.6	Cottondale to Marianna	Coggin & Deermont	8/50	9/50	25,016
Lake	561	1109-903	Seal	11.9	S.R. 33 to S.R. 50	Hubbard Construction Co.	2/50	3/50	18,646
Lee		1200-101	Shell S.T.	1.6	S.R. 867 to Carlos Beach	J. W. Connors	7/49	1/50	40,000
Lee	80	1202-905	S.T.	9.0	Tee to Hendry Co. Line	J. D. Manly	12/49	2/50	57,016
Leon		5518-117	SCST		Streets at Florida A & M	Faulk & Coleman	6/50	8/50	4,620
Leon		5518-116	SCST		F.S.U. Shop & Foundry	A. F. Rich	11/49	4/50	15,679
Leon		5518-115	SCST		Florida A & M Streets	A. F. Rich	2/50	4/50	4,030
Leon	146	5575-104	SCST	8.9	Old Miesaukee Road	C. E. Construction Co.	11/49	1/50	113,392
Leon	151	5575-105	SCST	8.9	Certerville Road	C. E. Construction Co.	11/49	1/50	96,073
Levy	49	3402-101	Grade	7.8	S.R. 55 to Gilchrist Co. Line	Jackson Construction Co.	1/50	5/50	63,160
Levy	55	3401-201	RBST	8.2	Chiefland to Gilchrist Co. Line	W. H. Arnston	11/49	9/50	448,868

DESCRIPTIOIN OF JOBS COMPLETED
JANUARY 1, 1949 THROUGH DECEMBER 31, 1950

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Month Started	Month Completed	Cost (Contract or Estimated)
Liberty	20	5601-603	Erosion Repair	0.4	West of Bristol	State Forces	4/50	8/50	12,595
Madison	47f/480	3575-103	SCST	17.6	S.R. 10 to Cherry Lake	Caddell & Jackson	12/49	9/50	319,750
Manatee	675	1311-201	Bridges	300'	S.R. 64 to Parrish	Coggin & Deermont	6/49	4/50	142,457
Marion		3621-102	RBST		Female Correctional Inst.	J. H. Cragg	5/50	9/50	38,354
Marion	314	3602-201	RBST	18.5	S.R. 40 to Salt Springs	W. L. Cobb	2/50	10/50	317,420
Martin		8900-901	Bridge Repairs		Jensen Bridge	State Forces	10/49	5/50	45,000
Martin	5	8901-905	Bridge Repairs		Bridge Near Stuart	State Forces	6/50	7/50	17,254
Okaloosa	189	5753-150	SCST	1.7	S.R. 189 at Escambia Farms	Doyle Pope	3/50	8/50	12,000
Okaloosa	189	5751-150	SCST	4.5	Galliver to Baker	Doyle Pope	3/50	8/50	36,000
Okeechobee	70	9107-902	Seal	10.6	Okeechobee to St. Lucie Co.	Marion Construction Co.	3/50	5/50	9,093
Okeechobee	66	9109-901	Seal	1.5	S.R. 70 Northwest	Marion Construction Co.	3/50	5/50	1,796
Orange	545	7511-901	Seal	16.5	Ocala Co. Line to S.R. 50	State Forces	6/50	6/50	7,775
Orange	50	7505-107	Pedestrian U.P.		In Orlando	Jarco Corp.	3/50	8/50	37,283
Orange	50	7506-111	Pedestrian U.P.		In Orlando	Jarco Corp.	3/50	8/50	16,575
Osceola	60	9207-901	Seal	22.2	Polk Co. Line to Indian River Co.	W. L. Cobb	12/49	1/50	33,444
Palm Beach	807	9375-104	Bridge	201'	Congress Ave.	Cleary Bros.	5/49	1/50	62,034
Palm Beach	809	9375-105	Bridge	173'	Military Trail Bridge	Cleary Bros.	7/49	1/50	47,568
Palm Beach		9304-906	Bridge Repairs		Parker Ave. Bridge No. 4	Powell Bros.	11/49	1/50	6,830
Palm Beach	809	9375-112	RBST	4.0	S.R. 802 to S.R. 80	R. H. Wright	7/49	2/50	133,067
Palm Beach		9300-111	RBST		Everglades Exp. Station	State Forces	2/50	3/50	4,347
Palm Beach		9300-902	Grade Grounds		Lantana T.B. Hospital	State Forces	3/50	9/50	1,760
Palm Beach	716	9314-903	Seal	6.0	S.R. 80 Northwest	Beleher Oil Co.	4/50	5/50	14,604
Pinellas	699	1510-110	Walkway		Johns Pass Bridge	C. T. Felix	12/49	2/50	14,870
Polk	60	1613-903	Seal	12.5	Kissimmee River West	W. L. Cobb	1/50	2/50	22,895
Polk	630	1615-902	Seal	1.7	S.R. 60 West	W. L. Cobb	1/50	2/50	2,727
Polk	17	1609-302	Signals		South of Haines City	ACL RR	2/50	3/50	6,010
Polk		1612-101	REBT		Bartow Farmers Market	John A. Benton	12/49	3/50	15,671
Polk	37	1625-901	Retread	4.5	In Lakeland	Macasphalt Corp.	4/50	5/50	14,214
Polk	557	1629-301	Signals		In Lake Alfred	ACL RR	9/50	9/50	8,200
Polk	600	1602-309	Signals		In Lake Alfred	ACL RR	9/50	9/50	6,600
St. Lucie	A1A	9406-107	Wayside Park		North of Fort Pierce	State Forces	1/50	4/50	16,775
Seminole		7709-103	RBST		Sanford Farmers Market	Hubbard Construction Co.	10/49	1/50	15,973
Seminole	419	7707-901	Seal	7.4	Oviedo to Orange Co. Line	Hubbard Construction Co.	3/50	3/50	8,699
Sumter	44	1807-901	Retreatment	4.7	Wildwood to Bamboo	J. W. Conners	2/50	2/50	9,355
Volusia	A1A	7908-901	Seal	10.1	Ormond to Flagler Co. Line	Hubbard Construction Co.	3/50	3/50	13,199
Wakulla	375	5975-101	SBRM	25.9	Sopchoppy to Leon Co. Line	C. E. Construction Co.	4/50	9/50	592,696
Walton	83	6004-907	Channel		Choctawhatchee Bay Relief	Ray Construction Co.	3/50	4/50	4,455
Dixie	357	3075-104	SBRM	6.0	Hines to Lafayette Co. Line	L. M. White	10/49	10/50	36,974
Santa Rosa	62	5808-903	Bridge Repairs		Sweetwater Creek	State Forces	6/50	10/50	16,567
Palm Beach	A1A	9306-113	Retread	1.2	In Manalapan	A. O. Greynolds Co.	8/50	11/50	19,522
Polk	555	1603-112	RBST	5.2	Bartow to Eloise	Adams & Murphy	2/50	11/50	160,791
Bay	79	4609-903	Seal	4.5	S.R. 30 to West Bay	State Forces	9/50	10/50	4,307
Bay	77	4609-903	Seal	2.5	North of Lynn Haven	State Forces	10/50	10/50	2,693
Calhoun	20	4701-905	Bridge Lights		Apalachicola River	Beacon Supply Co.	10/50	11/50	3,140
Calhoun	20	4701-904	Bridge Lights		Apalachicola River	Beacon Supply Co.	10/50	10/50	25,047
Gulf	71	5102-904	Seal	0.5	White City	State Forces	10/50	11/50	568
Gulf	382	5108-901	Seal	0.4	S.R. 30 to Saw Mill	State Forces	10/50	11/50	408
Jackson	75	5305-107	SCST	11.7	S.R. 73 to Alabama Line	Coggin & Deermont	2/50	10/50	130,000
Leon	61	5504-106	A.C.	1.1	South Monroe Street	Faulk & Coleman	4/50	10/50	129,248
Washington	77	6108-108	Drainage		In Chipley	State Forces	7/50	10/50	7,000
Bay	390A	4614-102	SCST	2.8	In Panama City	Doyle Pope	5/50	10/50	83,272
Hendry	846	0751-150	Grade	3.0	Collier Co. Line East	Hardee-Walker Construction Co.	7/50	11/50	40,050
Hendry	832	0752-150	Grade	4.1	S.R. 29 East (Keri Road)	Polk Construction Co.	7/50	11/50	36,000
Lake	459	1108-101	Bridge	3,130'	Little Lake Harris	Wannamaker & Wells	11/49	11/50	536,300
St. Lucie		9409-103	RBST		Farmers Market Ft. Pierce	Finley P. Smith	5/50	11/50	64,660

Leon	5518-118	SCST	Florida State University						
Jackson	77	Drains	In Graceville						
Jackson	71	Seal	South of Greenwood	3.3					
Columbia	250	RBST	Lake City to Suwannee Co. Line	10.5					
Hamilton	100A	SBRM	Stephen Foster Memorial	1.6					
Hillsborough	60	Retread	In Tampa	2.7					
Hillsborough	685	Retread	In Tampa Ave. in Tampa	0.4					
Lake	459	Grade	S.R. 48 to Lake Harris Bridge	0.9					
Lake	459	Grade	Lake Harris Bridge to S.R. 19	3.0					
Palm Beach	717	RBST	In Pahokee	4.8					
Citrus	480	RBST	S.R. 491 to S.R. 269	5.6					
Gilchrist	49	SBRM	Levy Co. Line to Trenton	1.8					
Levy	49	SBRM	Chieftland to Gilchrist Co. Line	7.8					
Palm Beach	812	Bridge	Lantana Ave. Bridge	813'					
Gadsden	10	Road Bed Imp	Chattahoochee to Quincy	15.4					
Holmes	81	Gr. & Dr.	At Alabama Line	0.3					
Eseambia	292	SCST	"O" Street North of Pensacola	1.0					
Bay	30A	Soil Cement	East Side of Panama City	1.5					
Lake	44	Asphalt Conc.	Sumter Co. Line to Leesburg	4.2					
Washington	279	SCST	S.R. 280 to S.R. 10	5.8					
Walton	593	SCST	End of Pavement to Ionia	3.4					
Madison	475/480	Grade	Sirmas to Madison	19.6					
Duval	200	Asphalt Conc.	Baldwin to Nassau Co. Line	4.7					
Nassau	200	Asphalt Conc.	Duval Co. Line to Callahan	14.5					
Liberty	67	SCST	North Boundry Forest to Telogia	8.2					
Jackson	75	Overpass	In Campbellton	150'					
Walton	10	SCST	Okaloosa Co. Line to DeFuniak Springs	18.0					
Walton	10	SCST	DeFuniak Springs East	2.0					
Glades	721	Grade	S.R. 29 North to Canal	12.3					
Polk	540A	Retread	S.R. 555 to S.R. 540	5.8					
Hernando	581	RBST	S.R. 476 North to Co. Line	2.2					
Hernando	572	RBST	S.R. 45 to S.R. 41	8.7					
Hernando	476	RBST	S.R. 485 to Sumter Co. Line	11.5					
Pasco	52	RBST	St. Leo to Dade City	5.2					
Polk	542	Bridge	West of Dundee	32'					
Hernando	50	RBST	Bay Port to S.R. 55	6.6					
Hernando	485	Retread	Citrus Co. Line to Brooksville	10.1					
Santa Rosa	89	Soil Blanket	North of Jay	2.0					
Santa Rosa	89	Shoulders	Yellow River to S.R. 10	5.8					
Wakulla	367	Gr. & Dr.	Shell Point to S.R. 365	4.6					
Washington	10	Retreatment	Holmes Co. Line to Chipley	4.2					
Washington	79	Seal	South of Vernon	6.0					
Sarasota	45	Widen Bridge	Venice to Sarasota	734'					
Hillsborough	600A	Retread	Manhattan Ave.	1.0					
Leon	61	Retread	S.R. 363 to RR in Tallahassee	2.4					
Palm Beach	9300-112	Retread	Belvedere Road	1.1					
Palm Beach	5	A.C.	In Lake Worth	0.3					
Palm Beach	809	RBST	S.R. 804 to S.R. 802	6.4					
Polk	37	RBST	South of Brewster to N. of Bradley Junction	11.4					
Sarasota	45	Widen Bridge	South of Venice	55'					
Seminole	436	Seal	Orange Co. Line to S.R. 600	7.5					
Putnam	309A	Seal	Welaka to S.R. 15	5.4					
Putnam	309	Seal	Fruitland to Georgetown	2.8					
Putnam	315	Seal	Interlachen to Grandin	7.7					
Putnam	209	Seal	Bostwick to St. Johns River	4.9					
Palm Beach	9300-113	RBST	Prison Farm at Belle Glade						
Monroe	5	Electric Draw	Indian Key Bridge						
Washington	273	SCST	Gilberts Mill to Orange Mills	4.2					
Washington	280	SCST	S.R. 79 to S.R. 277	4.6					
Wakulla	375	Bridge Repairs	Sopchoppy to Leon Co. Line						
Santa Rosa	182	SCST	Chumuckla to S.R. 89	10.9					
Santa Rosa	191	SCST	S.R. 10 to S.R. 191 in Milton	0.8					
Jackson	69	SCST	Calhoun Co. Line to Grand Ridge	6.8					
Jackson	10	Shoulders	Chipola River Bridge	0.2					
Faulk & Coleman	8/50	11/50							53,337
State Forces	8/50	11/50							4,000
State Forces	10/50	11/50							1,697
Duval Engineering & Contractors Co.	4/50	11/50							144,836
Duval Engineering & Contractors Co.	6/50	11/50							26,185
Cone Bros. Construction Co.	9/50	11/50							58,915
Cone Bros. Construction Co.	9/50	11/50							7,000
Adams & Murphy Contractors Co.	3/50	11/50							26,600
Adams & Murphy Contractors Co.	7/50	11/50							56,816
Reynolds & Smith	11/49	11/50							261,237
J. W. Conner	3/50	11/50							82,500
Jackson Construction Co.	7/50	11/50							45,243
Jackson Construction Co.	7/50	11/50							206,635
Cleary Bros. Construction Co.	7/49	9/50							554,343
State Forces	12/47	11/50							50,000
State Forces	7/50	12/50							7,000
Noonan Construction Co.	4/50	11/50							85,985
Coggin & Deermont	9/49	10/50							47,740
J. D. Manley	1/50	11/50							172,155
Coggin & Deermont	4/50	11/50							128,263
A. E. Wambles Co.	2/50	10/50							50,625
B. B. McCormick & Sons	4/50	11/50							124,700
Dunn Construction Co.	7/50	12/50							47,403
Dunn Construction Co.	7/50	12/50							149,891
Faulk & Coleman	4/50	12/50							186,608
Coggin & Deermont	4/50	12/50							77,587
Hardaway Contractors Co.	2/50	12/50							207,298
Hardaway Contractors Co.	2/50	12/50							28,621
Cone Bros. Construction Co.	6/50	12/50							100,000
W. L. Cobb Construction Co.	5/50	10/50							85,000
J. W. Conner	7/50	12/50							30,000
J. W. Conner	7/50	12/50							11,000
J. W. Conner	4/50	12/50							126,500
W. H. Armston	3/50	12/50							153,153
F. G. Fletcher & Sons	2/50	1/51							36,351
A. F. Rich	12/49	12/50							35,000
A. F. Rich	7/49	12/50							200,000
State Forces	9/50	12/50							3,889
State Forces	9/50	12/50							7,424
Coggin & Deermont	10/49	8/50							13,500
Coggin & Deermont	8/50	8/50							12,642
Coggin & Deermont	7/50	8/50							3,095
Ryan Construction Co.	11/49	12/50							154,665
Cone Bros. Construction Co.	7/50	12/50							65,258
Faulk & Coleman	10/50	12/50							32,911
Polk Construction Co.	10/50	12/50							18,291
Brinson Construction Co.	11/50	12/50							39,501
Belcher Oil Co.	4/50	12/50							299,799
Brinson Construction Co.	5/50	12/50							260,000
Ryan Construction Co.	8/50	12/50							11,557
Campbell Paving Co.	11/50	12/50							9,274
Campbell Paving Co.	11/50	11/50							59,247
Campbell Paving Co.	11/50	11/50							2,550
Campbell Paving Co.	11/50	11/50							7,457
Campbell Paving Co.	11/50	11/50							4,460
State Forces	6/50	12/50							9,386
State Forces	7/50	8/50							7,500
Doyle Pope	10/50	12/50							79,601
Coggin & Deermont	6/50	12/50							66,230
Peterson & Earnhardt	6/50	12/50							59,658
A. B. Covell	4/50	12/50							71,818
A. B. Covell	4/50	12/50							20,000
Doyle Pope	4/50	12/50							93,000
State Forces	4/50	12/50							2,500

DESCRIPTION OF JOBS COMPLETED
JANUARY 1, 1949 THROUGH DECEMBER 31, 1950

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Month Started	Month Completed	Cost (Contract or Estimated)
Escambia	298	4811-901	Bulkheads		At Millview	A. B. Covell	10/50	12/50	17,215
Escambia	10	4801-903	Retreatment	6.5	S.R. 10A East 6.5 Miles	Coggin & Deermont	11/50	12/50	22,669
Bay		4602-116	Shoulders S.T.		Patrol Sta. in Panama City	State Forces	9/50	11/50	2,708
Bay	388	4607-102	Gr. & Dr.	8.8	S.R. 79 to S.R. 77	Florida Asphalt Paving	7/50	12/50	269,247
Lafayette	342	3351-150	RBST	7.8	S.R. 55 to S.R. 55 via Hatchbend	L. M. White	4/50	12/50	111,200
Gilchrist	337	3175-101	SBRM	10.4	S.R. 26 to S.R. 47	Caddell & Jackson	6/49	12/50	192,811
Charlotte	45	0101-112	Canal	9.9	Lee Co. Line to Bridge No. 32	J. W. Conner	4/50	12/50	35,000
Lee	45	1201-114	Canal	6.5	Salvita to Charlotte Co. Line	J. W. Conner	4/50	12/50	25,000
Collier	82	0305-201	SBRM	7.0	Lee County Line to S.R. 29	Brinson Construction Co.	8/49	12/50	201,384
Martin	15	8005-201	RBST	9.8	Palm Beach Co. Line to Bridge No. 55	J. A. Benton Construction Co.	2/50	12/50	208,606
Palm Beach	80	9375-102	RBST	0.7	In West Palm Beach	Cleary Bros. Construction Co.	3/49	12/50	603,028
Lake	25	1120-206	A.C.	7.0	Shepards Lake to S.R. 33	H. E. Wolfe Construction Co.	1/50	12/50	415,295
Franklin	30	4901-108	Seawall		East of Apalachicola	State Forces	4/50	11/50	24,333
Franklin	30	4901-109	SBRM	0.7	In Carrabelle	Faulk & Coleman	6/50	12/50	13,000
Jackson	10	5302-111	Widen Shoulders	0.2	East of Marianna	State Forces	4/50	12/50	2,500
Citrus	480	0254-150	RBST	1.5	S.R. 55 to Chassahowitzka	A. F. Rich	4/50	12/50	11,000
Citrus	45	0201-302	A.C.	0.5	In Inverness	Ewell Construction Co.	5/50	12/50	92,929
Citrus	44	0205-106	RBST	1.0	In Crystal River	A. F. Rich	12/49	12/50	36,000
Citrus	485	0210-101	A.C.	3.4	Hernando Co. Line to S.R. 55	A. F. Rich	7/49	12/50	25,000
Orange	437	7552-150	RBST	4.2	Ocoee to S.R. 437	Hubbard Construction Co.	6/50	12/50	95,700
Franklin	30	4904-107	Retread	13.2	Carrabelle to St. Teresa	Faulk & Coleman	4/50	12/50	79,975
Franklin		4900-104	SBRM		Turn out for Carrabelle School	Faulk & Coleman	7/50	12/50	5,000
Franklin	377	4903-103	Retread	5.3	North of S.R. 30 to Wakulla Co. Line	Faulk & Coleman	5/50	12/50	30,894
Franklin	67	4905-103	Retread	0.4	S.R. 30 North 0.2 Mile	Faulk & Coleman	6/50	12/50	3,663
Walton	2A	6051-150	SCST	8.8	New Harmony to Jackson Still	A. B. Covell	3/50	12/50	70,000
Dade		8700-105	RBST		Dade County Armory	McFarlin Construction Co.	10/50	1/51	6,311
Washington	284	6102-101	SCST	2.0	Millers Ferry to S.R. 79	State Forces	9/49	10/50	32,992
Sumter	478	1800-103	RBST	4.9	St. Catherine to Webster	J. W. Conner	5/50	11/50	101,380
Leon		5520-103	SCST	10.3	Centerville Rd. to Chaires	Leon County	3/48	12/50	102,954
Walton		6050-150	SCST		Hospital Grounds in DeFuniak Springs	State Forces	6/50	10/50	8,000
Walton	83	6019-101	SBRM	4.0	Lake Draper and Red Fish Lake to S.R. 30	State Forces	12/47	8/50	60,673

PRIMARY STATE MAINTAINED SYSTEM BY HIGHWAY TYPE GROUPS AS OF DECEMBER 31, 1950

FIRST DISTRICT

COUNTY	MILES BY ROADWAY SURFACE TYPE GROUPS								FEET BY STRUCTURE TYPE GROUPS										
	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6	GROUP 7	TOTAL	GROUP 10	GROUP 11	GROUP 12	GROUP 13	GROUP 14	GROUP 15	GROUP 16	TOTAL	TOTAL	GRAND TOTAL	
	Unsurfaced Graded Roads	Surface Treated (less than 1 in.) Non-Rigid Base	Surface Treated (less than 1 in.) Rigid Base	Sand Bituminous Road Mix and Retreads	Cement Concrete	Dual and Combination Type Roads	Brick, Block and High Type Bituminous	Roadway Surface—Miles	Timber Structure	Steel Structure	Concrete Structure	Timber Steel	Timber Concrete	Steel Concrete	Timber Steel Concrete	Bridges—Feet	Bridges—Miles	Roads and Bridges—Miles	
Charlotte		22,772		55,379		128	979	79,258	4,761	248	4,505			1,085		10,599	2,008	81,266	
DeSoto		44,388		24,071	1,803	7,406	2,243	79,911	2,016		735		453	177	481	3,862	732	80,643	
Glaes	18,357	47,884		31,642				98,324	2,154	127	1,197				1,689	5,167	979	99,303	
Hardy		50,596		23,618	1,058			75,272	839		865	16	54	511	139	2,524	479	75,751	
Hendry	15,567	48,605		21,107				85,279	1,588	127	197	22	169		372	2,475	468	85,747	
Hernando		45,802		40,523	9,307		995	95,727	233		873			153	704	1,152	218	95,945	
Highlands		34,426		61,108	12,181		593	108,308	4,385					400		5,784	1,035	109,403	
Lake County		53,352	355	121,892	49,221	10,576		241,415	2,013	508	18,997	198	3,242	2,160	793	27,911	5,284	246,699	
Lee	388	13,916		95,216	.022			9,984	2,206	446	5,502			188	232	8,574	1,623	121,149	
Manatee		87,983		28,953				17,505	134,441	3,304	4,229		783	83	36	8,693	1,646	136,087	
Pasco		106,088		13,109	19,210			12,849	151,256	251	1,546			160	50	2,477	468	151,724	
Pinellas	229	11,752	16,612	84,700	530	3,938	30,404	148,165	379		9,458		312	347	102	10,928	2,069	150,234	
Polk	1,995	146,104		111,931	24,283	485	60,152	344,950	1,102		3,807			272	1,384	1,222	7,787	1,475	346,425
Sarasota	214	69,302		40,703	6,264	300	11,960	128,743	2,067	684	2,057	139	4,352	1,629		10,928	2,070	130,813	
District Total	36,750	782,970	16,967	753,952	124,320	22,833	152,783	1,890,575	27,343	3,058	54,030	375	9,952	8,277	5,820	108,861	20,614	1,911,189	

SECOND DISTRICT

Alachua	.527	126,595	.189	78,320	10,422	1,086	40,933	258,672	909		1,071		256	1,262	222	3,720	703	259,375
Laker	.227	9,249		44,654	1,422		1,169	55,721	377		1,081			12	177	1,677	317	56,038
Bradford		63,881		31,531			4,035	99,447	821		1,486	23		164	163	2,657	503	99,950
Clay	12,981	59,172		43,796		918	17,500	134,367	1,212	322	3,908		30	697	277	6,476	1,225	135,592
Columbia		56,272		59,226	25,309		9,275	150,082	94	142	934				984	2,154	407	150,489
Dixie		24,014		25,892			7,070	56,976	853		367			1,482	364	3,066	581	57,557
Duval		39,769	.691	57,696	58,297	1,702	65,908	224,063	3,839	1,409	7,420	96		9,885	22,709	4,303	228,366	
Gilchrist	.417	58,995		11,491			506	71,409	65		33			482	580	109	71,518	
Hamilton	1,729	40,863		45,175			579	88,346	395		836		162	406	1,790	341	88,687	
Lafayette	.473	51,549		20,673				72,695	817	422	838		196	1,005	787	3,323	629	73,324
Levy		89,081		65,512	.075		29,579	184,247	2,725		96			259	151	3,973	752	184,999
Madison		56,007		38,880	16,716	.719	112,313	101,790	550		1,110		378	814	3,200	606	112,919	
Nassau		20,343		17,325	2,081		62,041	101,790		481	1,890			4,391	289	7,571	1,434	103,224
Swansee		72,753		26,826	12,264		1,160	112,003			113			726	839	159	112,162	
Taylor	10,296	64,252		47,048			1,788	123,384	1,701		428			421	1,043	3,593	681	124,065
Union	.511	37,687		25,887				64,085	1,240		1,561	46				2,847	539	64,624
District Total	27,161	870,482	.880	639,932	126,511	5,091	239,543	1,909,600	16,586	2,776	23,142	165	1,022	22,036	4,457	70,184	13,289	1,922,889

THIRD DISTRICT

Bay	12,239	27,736		89,154	4,689	.257	24,398	158,473	2,880	1,121	3,215			7,523	2,017	16,756	3,173	161,646
Calhoun		90,812		2,581				93,393	712	280	378			427	9,376	1,322	2,366	95,759
Escambia		82,753	.086	15,263	63,128	3,242	8,640	173,112	1,220	425	4,117			18,867	3,546	27,966	5,294	178,406
Franklin	.862	1,876		93,421	1,098			97,257	2,513	405	28	38	392	434	20,140	23,950	4,536	101,793
Gadsden	1,449	71,334		13,181	.826	.505	42,808	130,103	475	82	2,871			1,884	850	6,142	1,162	131,265
Gulf		20,728		64,802	.762			86,292	1,045	189	300			119	478	2,131	.404	86,696
Holmes	1,645	120,336			.519			122,500	5,867		226			106	21	6,220	1,178	123,678
Jackson		193,237		24,579	9,725		.400	227,941	1,730	239	4,147			242	3,891	852	11,101	230,044
Jefferson	.018	85,135		8,034	9,083		1,180	103,450	1,233		1,164	53		47	551	3,129	593	104,043
Leon	6,052	53,397		12,158	35,855	.081	34,186	141,729	398		695			217	1,192	195	2,840	142,267
Liberty	11,989	45,191		27,374				184,554	1,290	163	2,568			120	1,919	3,492	.661	85,215
Okaloosa		53,746		67,754	.446			161,946	9,385	519	2,598	251	64	2,133	708	15,629	2,959	164,905
Santa Rosa		144,687		46,270	5,229		.047	201,406	7,576	270	764	30	31	640	7,511	16,822	3,188	204,594
Wakulla		14,870		57,193	1,106		2,611	74,674	1,106		361	36		112	1,615	304	74,978	
Walton		117,465		77,679	5,096			195,994	5,864	302	27			698	730	10,246	17,867	199,377
Washington		94,631		10,541	5,066			110,238	4,305	94	1,009			589	1,500	600	8,097	111,772
District Total	34,254	1,257,934	.086	609,984	137,276	9,258	114,270	2,163,062	47,600	4,069	22,033	408	2,904	48,303	50,935	176,252	33,376	2,196,438

FOURTH DISTRICT

COUNTY	MILES BY ROADWAY SURFACE TYPE GROUPS								FEET BY STRUCTURE TYPE GROUPS										
	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6	GROUP 7	TOTAL	GROUP 10	GROUP 11	GROUP 12	GROUP 13	GROUP 14	GROUP 15	GROUP 16	TOTAL	TOTAL	GRAND TOTAL	
	Unsurfaced (Graded Roads	Surface Treated (less than 1 in.) Non-Rigid Base	Surface Treated (less than 1 in.) Rigid Base	Sand Bituminous Road Mix and Retreads	Cement Concrete	Dual and Combination Type Roads	Brick, Block and High Type Bituminous	Roadway Surface— Miles	Timber Structure	Steel Structure	Concrete Structure	Timber Steel	Timber Concrete	Steel Concrete	Timber Steel Concrete	Bridges— Feet	Bridges— Miles	Roads and Bridges— Miles	
Broward		78,204		36,167	1,511	6,558	18,433	140,873	120	1,153	697			891	122	2,986	.564	141,437	
Collier	4,173	102,982		47,595				154,750	6,260	141	1,485		2,130	1,078	100	11,194	2,119	156,869	
Dade	7,068	75,219		61,269	30,382	3,484	27,798	205,220	1,393	619	1,784		1,147	7,662	1,272	13,877	2,630	207,850	
Indian River	.432	27,720		32,839	1,007		12,477	74,475	9,501	292	582	30	208			10,613	2,010	76,485	
Martin		58,999		33,434	.623	.129	23,553	116,738	944	566	1,986		66	2,084	900	6,566	1,243	117,981	
Monroe	16,534	90,496		4,085			111,115	406	468	36,546			467	52,685	4,329	94,901	17,973	129,088	
Okeechobee		64,242		23,038			87,280	6,528	333	335			1,123			739	9,104	1,726	89,006
Palm Beach	4,200	162,400		49,833	1,396	2,283	48,894	269,006	2,960	1,921	8,342	66		337	591	14,250	2,702	271,708	
St. Lucie		56,682		13,708			23,051	93,441	3,307	403	501		532		1,827	6,570	1,245	94,686	
District Total	32,407	716,944		301,968	34,919	12,454	154,206	1,252,898	31,449	5,899	52,258	116	5,673	64,786	9,880	170,061	32,212	1,285,110	

FIFTH DISTRICT

Brevard		78,594		118,522	5,842	13,573	12,099	228,630	11,892	1,080	5,438	184		2,730	762	22,086	4,184	232,814
Citrus	.008	66,772		39,312	.721	.206	4,245	111,294			993			288		1,281	.242	111,536
Flagler		46,715		30,843	6,036			83,594			1,319				831	2,150	.406	84,000
Lake	1,712	180,210		9,620	18,048	1,302	89,972	300,864	9,158	662	1,119	89	3,620	553	15,201	2,879	303,743	
Marion		237,191	.640	54,443	.040	.040	21,944	314,258	683	352	392		146	322	1,895	.358	314,616	
Orange	5,168	124,387	.327	17,057	30,781	3,333	36,645	217,698	1,741		1,153		186		3,080	.584	218,282	
Osceola		54,258	2,536	53,479	10,671		1,052	121,996	3,876	148	1,434			850	6,308	1,195	123,191	
Putnam		90,879	3,138	9,091		3,512	13,437	120,057	1,021	426	3,471		57		4,975	.943	121,000	
St. Johns	14,122	87,874	16,182	17,879	.688	.766	31,095	168,606	21,038	497	599	169	4,105	406	26,814	5,077	173,683	
Seminole		12,288		50,986		3,304	26,995	93,773	713	356	680			772	2,521	.477	94,250	
Sumter		108,119		4,705		.040	112,864	62			238		1,033	623	1,956	.370	113,234	
Volusia		64,147	1,435	81,424	44,518	5,596	8,813	205,933	3,992	776	2,952	1,784	422	302	10,403	1,971	207,904	
District Total	21,040	1,151,434	24,258	487,361	117,305	31,832	246,337	2,079,567	54,176	4,297	19,788	2,226	422	13,239	4,522	98,670	18,686	2,098,253
Grand Total.	151,612	4,779,764	42,191	2,793,197	540,331	81,468	907,139	9,295,702	177,160	20,099	171,251	3,290	19,973	156,641	75,614	624,028	118,177	9,413,879

SECONDARY STATE MAINTAINED SYSTEM BY HIGHWAY TYPE GROUPS AS OF DECEMBER 31, 1950

FIRST DISTRICT

Glades	12,370						12,270											12,270		
Hardee		24,732		3,286		2,015	30,400	1,076		160						1,236	.231	30,631		
Hernando		35,406					35,406											35,406		
Hendry	7,110						7,110											7,110		
Highlands		26,374		7,147			33,521	444									.084	33,605		
Hillsborough		3,350					3,350											3,350		
Lee		3,476		6,323	.972		20,294	579	160	510			123			1,372	.261	20,555		
Manatee										453						453	.086			
Pasco		47,727		.880			48,607	21		42						66	.013	48,620		
Pasco		9,050					16,086	35		91						126	.024	16,110		
Pinellas				6,836			6,836											6,836		
Polk																				
District Total	19,380	150,115		24,472	.972	2,015	16,926	213,880	2,158	160	1,256			123		3,697	.702	214,582		

SECOND DISTRICT

Columbia.....	10.736					10.736										10.736
Dixie.....	26.160		8.355			34.524	679						177	856	.162	34.686
Gilchrist.....			10.412			10.412										10.412
Lafayette.....	7.818					7.818										7.818
Madison.....	19.568	23.580				43.157					300			327	.062	43.219
Nassau.....		.689				.689										.689
Swannee.....			23.431	.436		24.022					112			112	.021	24.043
District Total	19.568	60.001	42.198	.436		131.358	679		27		300		112	177	1,295	131.603

THIRD DISTRICT

Bay.....			5.847			5.847						3,638		3,638	.689	5.847
Escambia.....			.255			.255										.944
Gadsden.....	7.926					7.926		21			452		473	.090		8.016
Gulf.....			15.059			15.059										15.059
Holmes.....	6.044					6.044		70					70	.013		6.057
Leon.....	52.788					52.788					126		127	.063		52.851
Okaloosa.....	6.220					6.220										6.220
Santa Rosa.....	17.320				.090	18.164										18.181
Walton.....	20.558		4.007			24.565										24.571
Jackson.....	1.153					1.153		33					88	.017		1.153
Wakulla.....	4.636		25.243			30.445					300		225	.105		30.550
Washington.....		18.712				18.712		43					151	.037		18.749
District Total	4.636	131.287	51.165		.090	187.178		199			486		503	5,382	1,020	188.198

FOURTH DISTRICT

Broward.....								148						148	.028	.028
Collier.....	3.418					3.418	62						62	.012		3.430
Palm Beach.....	15.451		6.164			21.615		206	2,029		450		2,685	.508		22.123
District Total		18.869	6.164			25.033	62	354	2,029		450		2,895	.548		25.581

FIFTH DISTRICT

Citrus.....	15.222		11.795			27.017	24							24	.005	27.022
Flagler.....			10.220			10.220						936		936	.177	10.397
Putnam.....	23.345					23.345										23.345
Osceola.....			7.593			7.593										7.593
Sumter.....	4.953					4.953										4.953
District Total		43.520	29.608			73.128	24					936		960	.182	73.310
Grand Total.....	43.984	412.792	153.607	1.408	2.015	17.171	630.577	2,923	514	3,511		786	4,879	1,616	14,229	633.274

BRIDGE STRUCTURES ON THE STATE MAINTAINED SYSTEM
DECEMBER 31, 1950

COUNTY	NUMBER OF STRUCTURES		NUMBER UNDER OVER		SPECIAL STRUCTURES INCLUDED			LENGTH IN FEET		COUNTY	NUMBER OF STRUCTURES		NUMBER UNDER OVER		SPECIAL STRUCTURES INCLUDED			LENGTH IN FEET	
	Timber	Total	20 Ft.	20 Ft.	Over Passes	Under-Passes	Draw-Bridges	Total	Timber		Timber	Total	20 Ft.	20 Ft.	Over-Passes	Under-Passes	Draw-Bridges	Total	Timber
Alachua.....	12	34	2	29	2	1		3,720	909	Lee.....	36	56	11	40			5	8,574	2,206
Baker.....	2	11		10	1			1,677	377	Leon.....	7	29	3	19	4	3		2,840	398
Bay.....	32	47	8	35	1		3	16,756	2,880	Levy.....	23	47	4	43				3,973	2,725
Bradford.....	21	49	11	37	1			2,657	821	Liberty.....	10	26	1	25				3,492	1,290
Brevard.....	30	57	6	43	1		7	22,086	11,892	Madison.....	15	27	5	20	2			3,200	898
Broward.....	2	27		17			10	2,988	120	Manatee.....	26	44	13	29		2		8,693	3,304
Calhoun.....	9	26	4	21	1			12,495	712	Marion.....	17	27	8	9	3	4	3	1,895	683
Charlotte.....	32	50	12	35			3	10,599	4,761	Martin.....	19	54	8	40	1		5	6,566	944
Citrus.....		6		3	3			1,281		Monroe.....	5	44		40			4	94,901	406
Clay.....	20	36	7	27			2	6,476	1,242	Nassau.....	12	42	7	29	3		3	7,571	550
Collier.....	82	143	3	139			1	11,194	6,260	Okaloosa.....	26	38	9	26	2		1	15,629	9,386
Columbia.....	4	26	2	24				2,154	94	Okeechobee.....	53	71	10	57	1		3	9,104	6,528
Dade.....	30	93	3	84			6	13,877	1,393	Orange.....	14	30	1	27	1	1		3,080	1,741
DeSoto.....	37	49	16	32	1			3,862	2,016	Osceola.....	14	31		29	1		1	6,308	3,876
Dixie.....	11	26	1	25				3,066	853	Palm Beach.....	52	94	23	48	2	1	20	14,250	2,990
Duval.....	11	70	1	50	4	2	13	22,709	3,899	Pasco.....	5	25	2	19	3		1	2,477	251
Escambia.....	3	40		33	3	1	3	27,966	1,220	Pinellas.....	3	34	1	26	3		4	10,928	330
Flagler.....		20		19	1			2,150		Polk.....	12	67	1	56	6	4		7,787	1,102
Franklin.....	17	24	5	17			2	23,950	2,513	Putnam.....	16	30	1	24	1	1	3	4,975	1,021
Gadsden.....	6	31		28	3			6,142	475	St. Johns.....	57	68	27	37			4	26,814	21,038
Gilchrist.....	4	6	4	2				580	65	St. Lucie.....	28	42	5	35			2	6,570	3,307
Glades.....	52	85	26	58			1	5,167	2,154	Santa Rosa.....	27	41	6	33	1		1	16,822	7,576
Gulf.....	19	26	5	18			3	2,131	1,045	Sarasota.....	31	61	7	49			5	10,928	2,067
Hamilton.....	3	13	1	12				1,799	395	Seminole.....	5	15		13			2	2,521	713
Hardee.....	8	21		21				2,524	939	Sumter.....	2	16	1	14	1			1,956	62
Hendry.....	32	48	4	42			2	2,475	1,588	Suwannee.....		4		3	1			839	
Hernando.....	4	9		8	1			1,152	233	Taylor.....	24	45	4	41				3,593	1,701
Highlands.....	31	40	11	27		1	1	5,784	4,385	Union.....	11	15	1	13	1			2,847	1,240
Hillsborough.....	12	67	2	54	6		5	27,911	2,013	Volusia.....	23	46	1	38	2		5	10,403	3,992
Holmes.....	37	43	7	35	1			6,220	5,867	Wakulla.....	7	14	1	13				1,615	1,106
Indian River.....	32	36	4	29	1		2	10,613	9,501	Walton.....	50	61	8	51			2	17,867	5,864
Jackson.....	16	43	5	33	2	2	1	11,101	1,730	Washington.....	17	29	4	24			1	8,097	4,305
Jefferson.....	17	29	3	22	3	1		3,129	1,233										
Lafayette.....	6	20	1	19				3,323	817	Totals.....	1,292	2,651	328	2,075	79	22	147	624,028	177,160
Lake.....	11	27	1	17	4		5	15,201	9,158										

Average Length All Bridges 235 ft.
Longest Bridge 35,716 ft. (Approximately 7 Miles)

STATE MAINTAINED SYSTEM
PAVEMENT WIDTHS AND STRUCTURES—BY SURFACE TYPE GROUPS (IN MILES TO NEAREST THOUSANDTHS)
AS OF DECEMBER, 1950

SURFACE TYPE	Type Group		WIDTH OF SURFACE (FEET)																
	PRA	State		G & D	Under 14	14/15	16/17	18/19	Div. 18/19	20/21	Div. 20/21	22	23/26	Div. 23/26	27/29	Div. 27/29	30/32	Div. 30/32	
Graded and Drained	C	1-A	Urban	1.810															
			Rural	92.140															
			Total	92.950															
Soil Surfaced	D	1-B	Urban																
			Rural				15.909	.902					.018						
			Total				15.909	.902					.018						
Shell, Rock, etc.	E	1-C	Urban					.383											
			Rural		45.8	4.222	16.534	.032		18.429			.506						
			Total		45.8	4.222	16.534	.415		18.429			.506						
Surface Treated (Non Rigid Base)	F	2	Urban		.020	8.413	21.636	36.207		99.570		38.034	36.338	.213	20.349		10.756	1.030	
			Rural		12.247	253.151	573.435	747.012		1,852.374	.190	833.882	169.038		10.026		5.652		
			Total		12.267	261.564	595.071	783.219		1,951.944	.190	872.816	205.376	.213	30.375		16.408	1.030	
Surface Treated (Rigid Base)	G	3	Urban				.524	2.185		.691							.824		
			Rural				25.306	6.745				.180	.459				1.148		
			Total				25.833	8.930		.691		.180	.459				1.972		
Sand Bituminous Mix and Retreads	G	4	Urban		2.031	4.397	23.532			74.437		42.536	64.856		15.197		28.510	.142	
			Rural		37.397	57.665	329.083	8.897	1,203.767		418.795	363.109	.087	1.417		7.253	.050		
			Total		39.428	62.062	352.615	8.897	1,278.204		461.331	427.965	.087	16.614		35.763	.192		
Cement Concrete	J	5	Urban		.680	.402	3.312	.123	8.605		3.916	17.303			14.201		3.802		
			Rural		9.237	1.639	159.368		44.847		37.284	115.026			46.075		.295		
			Total		9.917	2.039	162.680	.127	53.452		41.200	132.329			60.276		4.097		
Dual Type	M	6-A	Urban					.219				.038	.340				2.575		
			Rural					11.181		8.415			.875	.127			2.890		
			Total					11.400		8.415			.917	.467			5.474		
Combination	M	6-B	Urban				.531	.068	.350		1.422	.801			.092		2.026		
			Rural		1.387		6.210	3.512	1.206		5.760	3.806					.717		
			Total		1.387		6.741	3.580	1.556		7.182	4.607			.092		2.743		
Bituminous Penetration	H	7-A	Urban				2.205	2.945	.552		.829								
			Rural			2.426	20.493	16.748	.064										
			Total			2.426	22.698	19.693	.616		.829								
Bituminous Concrete and Sheet Asphalt	I	7-B	Urban			3.500	2.565	12.780	.066	5.885	.138	12.683	37.850		11.729		11.311	.125	
			Rural			17.820	32.058	57.970		35.596		144.146	294.339		6.522		1.537		
			Total			21.320	34.623	70.750	.066	41.481	.138	156.829	332.189		18.251		12.848	.125	
Brick	K	7-C	Urban				.445	2.948		3.136		.470	4.891	.057	2.443	.530	4.787	.541	
			Rural				4.613	.120					.008				.107		
			Total				5.058	3.068		3.136		.470	4.899	.057	2.443	.530	4.894	.541	
Block	L	7-D	Urban				2.606						.607				.592		
			Rural				1.344												
			Total				3.950						.607				.592		
			Total Urban	1.810	.020	14.624	35.315	84.582	.189	193.226	.138	100.828	162.986	.270	64.011	.530	65.183	1.838	
			Total Rural	92.140	14.132	324.252	755.206	1,332.673	8.897	3,164.698	.190	1,440.935	946.436	.087	64.040		19.608	.050	
			Grand Total	93.950	14.152	338.877	790.521	1,417.255	9.086	3,357.924	.328	1,541.763	1,109.422	.357	128.051	.530	84.791	1.888	

STATE MAINTAINED SYSTEM
PAVEMENT WIDTHS AND STRUCTURES—BY SURFACE TYPE GROUPS (IN MILES TO NEAREST THOUSANDTHS)
AS OF DECEMBER, 1950 (Continued)

WIDTH OF SURFACE (FEET)—Continued																Total Road	Total Bridges	Total Roadway & Bridges
33	34/35	36/39	Div. 36/39	40/43	Div. 40/43	44	Div. 44	45/49	Div. 45/49	50/54	Div. 50/54	55/59	Div. 55/59	60 & Over	Div. 60 & Over			
																1.810		1.810
																92.140	2.188	94.328
																93.950	2.188	96.138
																16.829	.037	16.866
																16.829	.037	16.866
		.229														.612		.612
																40.221	.299	40.520
		.229														40.833	.296	41.132
3.152	2.570	9.463	1.244	8.111	.702	.600		11.685	.761	2.597		.692		1.067	.531	316.652	6.240	322.892
.062	.490	2.133		1.742	.145			.282	1.041	.150				.061		4,463.113	55.203	4,518.316
3.214	3.090	11.596	1.244	9.853	.847	.600		11.967	1.810	2.747		.692		1.128	.531	4,779.765	61.443	4,841.208
		1.442		.765				.050		.414						6.835		6.895
.696										.750						35.296	.465	35.761
.696		1.442		.765				.050		1.164						42.191	.465	42.656
5.333	3.479	23.560	1.460	20.405	.087	3.788	1.150	14.405	.817	5.721	.176	6.252	.250	3.527	1.916	348.004	5.102	353.113
.544	.285	.793		5.299		.472	3.001	.867	5.824			.257		.362		2,445.194	33.960	2,479.154
5.877	3.764	24.353	1.460	25.674	.087	4.260	4.151	15.272	6.641	5.721	.176	6.509	.290	3.889	1.916	2,793.198	39.069	2,832.267
3.746	.981	16.098	1.364	12.318	.480	.138	9.500	1.651		.501		.020	.454	.741		100.340	2.197	102.537
13.082		.232		4.614		3.195	3.715	.026		.471				.879		439.990	4.924	444.914
16.828	.981	16.330	1.364	16.932	.480	3.333	13.215	1.677		.980		.020	.454	1.620		540.330	7.121	547.451
	.138	2.190	.670	3.919				.905		.316				1.380	.256	12.940	.059	13.005
.082		1.712	.918	5.589				.095						.206		32.102	.691	32.794
.082	.138	3.902	1.588	9.808				1.000		.316				1.586	.256	45.049	.750	45.799
	.077			.128				2.142		2.519				.082	.500	10.738	.019	10.757
								.574							2.509	25.681	.035	25.716
	.077			.128				2.716		2.519				.082	3.009	36.419	.054	36.473
				.060		1.690		.411		.143						8.835	.077	8.912
																39.731	.144	39.875
				.060		1.690		.411		.143						48.566	.221	48.787
1.167	.862	8.564	.142	13.291	.331	.691	.227	13.718	7.112	10.974	.014	4.023	.092	9.310	5.933	175.089	2.194	177.283
.098		.188		1.415				1.276	25.544	.788		.012		2.685	4.639	626.651	3.384	630.035
1.253	.862	8.752	.142	14.706	.331	.691	.227	14.994	32.656	11.762	.014	4.071	.092	11.995	10.572	801.740	5.578	807.318
.611	.759	3.036	.311	5.709	.068	.868	.098	1.160	.068	.946		.550		5.769	.365	40.626	.222	40.848
																4.848	.110	4.958
.611	.759	3.036	.311	5.709	.068	.868	.098	1.160	.038	.946		.550		5.769	.365	45.474	.332	45.806
	.110			2.219		.246		.010						3.625		10.015	.007	10.022
														1.344		1.344	.612	1.956
	.110			2.219		.246		.010						3.625		11.350	.619	11.978
14.009	8.976	64.642	5.191	66.925	1.668	8.021	10.975	46.137	8.766	24.131	.190	11.543	.836	25.501	9.501	1,032.562	16.124	1,048.686
14.552	.775	5.058	.918	18.629	.145	3.667	6.716	3.120	32.409	2.167		.299		4.193	7.148	8,263.141	102.052	8,365.193
28.561	9.751	69.700	6.109	85.554	1.813	11.688	17.691	49.257	41.175	26.258	.190	11.842	.836	29.694	16.649	9,295.703	118.176	9,413.879

**STRUCTURES ON THE STATE MAINTAINED SYSTEM WITH
ROADWAY CLEARANCE LIMITATIONS UNDER 16 FEET AS OF
DECEMBER 31, 1950**

COUNTY	ROAD NUMBER		Section Number	Bridge Number	Rural or Urban	CLEARANCE		
	U. S.	State				Stream (if Navigable)	Vertical	Horizontal
						Ft.	Ft. In.	Ft. In.
Alachua.....	441	25	2601	3	U	107	15	24
Bay.....	79	4609	4	R	107	14	30	21
Bay.....	98	30	4602	12	R	78	15	21
Bay.....	98	30	4602	19	R	90	15	21
Brevard.....	3	7014	71	R	65	14	13	25
Calhoun.....	20	4701	19-A	R	80	14	25	13
Charlotte.....	775	0105	85	R	20	13	21	21
Citrus.....	41	0201	3	R	63	14	2	21
Clay.....	17	15	7102	9	R	63	14	2
Clay.....	17	15	7102	11	R	63	14	2
Collier.....	92	0306	120	R	51	14	5	15
Columbia.....	41	25	2904	6	R	14	5	21
Dixie.....	19	55	3001	31	R	14	25	23
Duval.....	1	7208	15	U	14	16	8	6
Duval.....	90	21	7217	39-B	R	74	14	7
Escambia.....	98	30	4810	34-A	U	11	8	23
Franklin.....	319	30	4901	7	U	119	14	25
Franklin.....	319	30	4901	17	R	43	14	3/4
Gadsden.....	90	63	5002	8-A	R	51	14	6
Glades.....	25	0501	44	R	51	14	16	14
Glades.....	78	0504	74	R	83	14	14	14
Gulf.....	71	5102	1-A	R	105	14	32	12
Gulf.....	388	5104	23	R	91	13	6	12
Hamilton.....	41	25	3201	5	R	14	21	21
Hamilton.....	51	3203	7-A	R	20	15	21	23
Hendry.....	80	0703	30	R	20	14	9	36
Highlands.....	25	0901	2-A	R	51	14	12	12
Highlands.....	66	0911	34	R	75	15	51	35
Highlands.....	66	0911	34-A	R	60	11	11	48
Hillsborough.....	92	600	1015	20	R	14	2	24
Indian River.....	605	8803	1	R	60	14	25	19
Indian River.....	510	8805	53	R	60	13	24	2
Indian River.....	502	8803	54	U	60	13	24	24
Jackson.....	90	10	5301	3	U	14	7 1/2	20
Jackson.....	90	10	5301	4	U	14	11	24
Jefferson.....	90	10	5302	5	R	13	24	21
Lafayette.....	20	3301	12-A	U	89	14	25	19
Lake.....	19	40	1114	24	R	13	24	15
Leon.....	319	10	5504	9	U	10	5	20
Leon.....	59	5515	14	R	14	11	24	21
Leon.....	371	5516	20-A	R	14	11	24	21
Leon.....	19	20	5507	21	U	14	24	21
Madison.....	90	10	3501	10-A	R	14	21	16
Manatee.....	684	1304	6	R	60	15	16	24
Marion.....	441	500	3601	1	R	15	24	25
Marion.....	40	3611	4	R	12	24	24	25
Marion.....	40	3611	5	R	12	24	24	21
Monroe.....	1	500	3607	18	R	100	15	6
Nassau.....	17	5	7402	8	R	85	13	21
Okaloosa.....	90	10	5701	4	R	14	11	21
Okaloosa.....	90	10	5701	6	R	15	21	25
Okaloosa.....	98	30	5703	34	R	90	14	25
Okeechobee.....	17	690	7503	1	U	62	15	21
Orange.....	25	9310	16	R	51	14	9	18
Palm Beach.....	80	9311	29	U	50	15	9	15
Palm Beach.....	80	9312	40	R	60	14	25	15
Palm Beach.....	A-1-A	9306	60	U	25	15	7	18
Pasco.....	717	9317	70-A	U	10	3	12	14
Polk.....	575	1415	23	R	17	12	10	6
Polk.....	92	600	1601	27	U	14	6	41
Polk.....	92	600	1602	31	U	14	6	30
Putnam.....	17	60	1613	47	U	60	14	21
Putnam.....	17	15	7601	3	R	41	13	21
Putnam.....	20	7603	9	U	15	21	21	25
Putnam.....	20	7605	20	U	14	13	21	25
St. Johns.....	17	A-1-A	7803	72-A	R	107	14	29
Seminole.....	46	7704	4	R	90	14	25	12
Volusia.....	46	7914	30	R	93	13	17	11
Walton.....	20	A-1-A	7915	46-A	U	54	15	21
Walton.....	2	6003	37-A	R	78	15	21	13
Walton.....	2	6013	69	R	78	15	21	13

**AVERAGE DAILY SEASONAL MAXIMUM AND ANNUAL TRAFFIC COUNTS
BY THE PERMANENTLY LOCATED ELECTRIC RECORDERS**

No.	RECORDER	1941		1942		1943		1944		1945		1946		1947		1948		1949		1950	
		Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual	Seasonal Maxi- mum	Annual
1.	U.S. 90, 1 Mi. E. of Crestview.....	1,105	1,058	1,045	913	812	729	813	785	822	704	983	905	1,060	1,015	1,095	1,030	1,280	1,132	1,385	1,310
3.	U.S. 41, 1 Mi. N. of Jasper.....	2,281	2,012	1,781	1,335	1,158	1,110	1,282	1,227	2,009	1,586	2,396	2,242	2,930	2,665	3,170	2,880	3,290	3,070	3,655	3,260
4.	U.S. 90, 1 Mi. E. of Baldwin.....	4,182	3,648	2,656	2,135	1,738	1,646	1,723	1,672	2,042	1,859	2,351	2,248	2,640	2,425	2,655	2,450	2,800	2,615	3,010	2,755
5.	U.S. 17, 0.5 Mi. N. of St. Johns River.....	2,781	2,326	1,975	1,346	1,168	1,141	1,334	1,276	2,206	1,704	2,865	2,366	3,870	3,190	3,675	2,890	4,145	3,335	4,195	3,685
7.	U.S. 92, 0.5 Mi. E. of Plant City.....	5,722	5,111	5,104	3,968	3,773	3,768	4,380	4,266	5,174	4,449	6,800	6,060	6,860	6,135	7,330	6,002	7,485	6,400	8,605	7,555
10.	U.S. 1, 0.5 Mi. N. of Boca Raton.....	5,773	3,685	3,601	2,324	2,085	1,931	2,441	2,252	3,755	2,923	5,799	4,468	6,340	4,415	Rd. unde	Const.	7,155	4,755	6,210	4,650
11.	U.S. 98, 18.5 Mi. W. of Apalachicola.....	521	461	Discontin ued																	
12.	U.S. 1, 15.0 Mi. S. of Jacksonville.....	3,747	2,935	2,673	1,618	1,247	1,187	1,371	1,330	2,352	1,763	3,271	2,776	3,370	3,165	3,800	3,435	4,810	3,720	5,080	4,170
13.	U.S. 41, 15.0 Mi. N. of Tampa.....	2,523	2,469	2,242	1,778	1,734	1,597	1,656	1,647	2,599	1,994	3,376	3,026	3,750	3,230	4,570	3,505	4,205	3,790	4,440	3,940
14.	U.S. 41, 4.0 Mi. S. of Punta Gorda.....	1,833	1,253	1,173	765	709	641	780	723	1,012	836	1,630	1,238	2,000	1,520	2,145	1,530	2,110	1,720	2,885	2,030
15.	U.S. 441, 5.0 Mi. S. of Ocala.....	2,622	2,475	1,963	1,527	1,496	1,440	1,561	1,552	2,478	1,932	3,400	3,000	3,625	3,320	4,050	3,925	4,815	4,135	5,485	5,210
16.	U.S. 19, 1 Mi. W. of Suwannee River.....	1,479	1,205	1,123	878	739	685	724	690	1,259	915	1,393	1,271	1,605	1,530	1,800	1,760	2,465	2,005	2,870	2,610
17.	On S.R. 23, 3.0 Mi. N. of LaCrosse.....	485	374	332	264	252	225	279	252	336	299	490	390	535	415	440	400	585	445	535	425
18.	Fla. 24, 3.5 Mi. N. of Waldo.....	2,918	2,628	2,046	1,703	1,592	1,511	1,821	1,728	2,401	2,123	2,055	1,869	2,190	2,015	2,585	2,260	2,880	2,610	3,215	3,055
19.	Fla. 12, 4.5 Mi. W. of Quincy.....	973	846	688	617	599	569	653	645	874	778	1,059	986	1,290	1,160	1,400	1,275	1,445	1,340	1,635	1,475
20.	Fla. 60, 4.1 Mi. E. of Bartow.....	1,387	1,073	1,032	700	591	519	Discontin ued													
21.	U.S. 98, 24.0 Mi. W. of Panama City.....			537	446	619	529	511	467	507	398	625	539	1,040	705	1,090	800	1,190	880	1,580	1,135
23.	U.S. 1, 2.5 Mi. S. of Oak Hill.....			2,138	1,123	761	703	945	886	1,071	1,327	3,024	2,361	3,240	2,285	3,370	2,695	3,645	3,010	4,075	3,310
24.	Fla. 17, 2.5 Mi. N. of Lake Placid.....			580	413	308	303	406	364	526	436	736	713	Rd. unde	Constr.	1,645	1,160	1,620	1,330	1,975	1,630
25.	Leon Co., 0.5 Mi. S. of Chaires.....					133	121	153	142	193	185	259	242	315	245	Discon					
26.	Fla. 559, 2.75 Mi. N. of Auburndale.....							328	312	445	358	578	513	640	515	430	335	415	350	435	355
27.	Fla. 85, 2.0 Mi. N. of Crestview.....									746	718	861	839	1,085	940	1,140	1,034	1,275	1,120	1,295	1,245
28.	Intersection S.R. 10 & S.R. 59, 5.3 Mi. S. of Miccosukee.....															200	195	215	190	215	205
29. & 30.	Fla. 5, 0.5 Mi. N. of Fla. 826.....																	16,735	11,510	15,570	11,030
31. & 32.	Fla. A-1-A MacArthur Causeway.....																	37,945	31,425	35,735	30,060
33.	Fla. 55, N. of Weekiwachee.....																	805	710	1,215	970
34. & 35.	Fla. 5, N. of Yulee, at Georgia- Florida State Line.....																			3,955	3,495

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AVERAGE DAILY TRAFFIC COUNT AT 83 DRAWBRIDGES

Type of Vehicles	1941 *		1944		1945		1946		1947		1948		1949		1950	
	Number	% of 1941	Number	% of 1941	Number	% of 1941	Number	% of 1941	Number	% of 1941	Number	% of 1941	Number	% of 1941	Number	% of 1941
Total.....	137,614	100%	96,353	70.0	123,219	89.5	168,801	122.7	195,498	142.1	208,401	151.4	224,142	162.9	249,600	181.4
Passenger Cars.....	113,296	100%	71,550	63.2	97,101	85.7	139,417	123.1	161,525	142.6	171,061	151.0	185,389	163.6	207,328	183.0
Out of State.....	34,640	100%	17,743	51.2	22,225	64.2	43,220	124.8	46,673	134.7	49,241	142.2	54,854	158.4	61,625	177.9

* 1941 used as base year for comparison.

SUMMARY OF FEDERAL AID APPROPRIATIONS

Year	Entire United States	Regular Federal Aid	Secondary Federal Aid	Federal Aid Urban	Federal Aid Grade Crossing	Forest Federal Aid	Emergency or as Indicated	1935-36 Works Program Gr. Crossing	DEFENSE HIGHWAY ACT OF 1941				
									Strategic Network	Adv. Engr. Surveys	Flight Strips	Access Roads	TOTAL
1917	\$ 5,000,000.00	\$ 55,076.27											\$ 55,076.27
1918	10,000,000.00	111,952.54											111,952.54
1919	65,000,000.00	744,521.08											744,521.08
1920	95,000,000.00	1,090,214.67											1,090,214.67
1921	100,000,000.00	1,147,447.92											1,147,447.92
1922	77,500,000.00	886,825.69				6,648.00							893,473.69
1923	57,000,000.00	599,221.13				18,470.00							617,691.13
1924	68,500,000.00	771,395.18				9,105.00							780,500.18
1925	78,500,000.00	887,336.52				7,684.00							895,020.52
1926	79,500,000.00	892,878.00				9,854.00							902,732.00
1927	79,500,000.00	897,185.00				12,109.00							909,294.00
1928	79,500,000.00	899,451.00				12,082.00							911,533.00
1929	79,500,000.00	901,311.00				11,909.00							913,220.00
1930	79,500,000.00	909,235.00				11,436.00							920,671.00
1931	214,500,000.00	1,540,060.00				28,572.00	1,086,438.00						2,655,079.00
1932	137,500,000.00	1,543,232.00				44,250.00							1,587,482.00
1933	259,500,000.00	a 1,437,372.40				57,740.00	1,624,752.00						3,119,864.40
1934	415,000,000.00					63,763.00	b 5,231,834.00						5,295,597.00
1935	207,000,000.00					32,975.00	b 2,661,343.00						2,694,318.00
1936	532,000,000.00	1,655,723.00				33,176.00	c 2,597,144.00	2,827,883.00					7,113,926.00
1937	132,000,000.00	1,659,835.00				35,140.00							1,694,975.00
1938	214,000,000.00	1,704,765.00	340,953.00		712,816.00	46,707.33							2,805,241.33
1939	214,000,000.00	1,669,497.00	333,899.00		692,981.00	74,755.80							2,771,132.80
1940	145,000,000.00	1,342,535.00	201,025.00		279,870.00	38,425.50							1,861,855.50
1941	d 208,000,000.00	1,554,482.00	202,866.00		417,388.00	53,356.81			357,856.00	143,143.00			2,729,091.81
1942	e 307,500,000.00	1,425,748.00	249,506.00		299,547.00				2,080,000.00		1,199,767.49	5,058,892.20	10,313,370.69
1943	f 147,500,000.00	1,431,426.00	250,499.00		299,694.00	76,318.33						2,417,020.36	4,474,957.69
1944	g 30,000,000.00											316,362.53	316,362.53
1945											h 41,760.55		41,760.55
1946	525,000,000.00	3,236,627.00	2,168,089.00	1,599,641.00		205,029.38							7,209,386.38
1947	525,000,000.00	3,236,081.00	2,167,725.00	1,599,641.00		173,205.00							7,176,652.00
1948	500,000,000.00	3,152,527.00	2,111,759.00	1,558,625.00									6,822,911.00
1949													
1950	470,000,000.00	2,894,455.00	1,938,785.00	1,421,220.00		133,369.00							6,387,829.00
1951	470,000,000.00	2,904,565.00	1,945,506.00	1,421,220.00		134,959.00							6,406,250.00
Total	\$6,607,500,000.00	\$43,183,890.40	\$11,910,612.00	\$ 7,600,347.00	\$ 2,702,296.00	\$k 1,331,039.15	\$13,201,511.00	\$ 2,827,883.00	\$2,437,856.00	\$ 143,143.00	\$1,199,767.49	\$7,833,945.64	\$94,372,290.68

a-\$217,257.60 of this appropriation has been deducted as 1933 repayment of 1931-32 Emergency Appropriation.

b-National Recovery Appropriation.

c-Works Program Highway Appropriation.

d-This total contains \$35,000,000.00 appropriated under Defense Highway Act of 1941.

e-This total contains \$185,000,000.00 appropriated under Defense Highway Act of 1941.

f-This total contains \$110,000,000.00 appropriated under Defense Highway Act of 1941 as amended by Act approved July 2, 1942.

g-This total appropriated under Defense Highway Act of 1941 as amended by Act approved April 4, 1944.

h-This amount represents projects authorized during 1945.

k-\$1,240,077.33 of total for expenditure through State Road Department.

TABULATION SHOWING EXPENDITURES FOR RIGHTS OF WAY FOR THE CALENDAR YEARS 1949 AND 1950

COUNTY	SECTION	JOB	AMOUNT ALLOCATED	1949 EXPENDITURES	1950 EXPENDITURES	TOTAL EXPENDITURES	SOURCE OF FUNDS
Alachua	2606	107	\$ 1,710.00	\$ 1,105.00	\$	\$ 1,105.00	State Funds
Bay	4604	110	3,850.00	1,887.70	1,686.00	3,573.70	State Funds
Bay	4614	104	4,746.50		4,746.50	4,746.50	First Gas Tax—4¢ Funds
Bradford	2801	112	650.00		650.00	650.00	State Funds
Bradford	2808	201	1,353.49	1,353.49		1,353.49	80% Surplus
Bradford	2811	150	961.61		961.61	961.61	80% Seventh Cent Gas Tax Fund
Brevard	7013	103	12,500.00	9,892.20		9,892.20	80% Surplus
Broward	8607	201	114,204.92	34,693.40	28,694.29	63,387.69	80% Surplus
Calhoun	4702	111	409.75		409.75	409.75	80% Surplus
Calhoun	4702	201	12,500.00	10,825.00	200.00	11,025.00	80% Surplus
Calhoun	4702	202	10,622.50	9,822.50	800.00	10,622.50	80% Surplus
Calhoun	4750	250	6,500.00				80% Surplus Gas Tax Fund
Calhoun	4775	102	500.00	180.00		180.00	80% Surplus
Charlotte	0104	201	29,200.00		29,127.40	29,127.40	First Gas Tax—4¢ Funds
Citrus	0201	302	2,860.00		2,860.00	2,860.00	First Gas Tax—4¢ Funds
Citrus	0205	150	1,250.00		1,250.00	1,250.00	80% Seventh Cent Gas Tax Fund
Citrus	0208	150	8,120.00		7,620.00	7,620.00	80% Surplus Gas Tax Fund
Dade	8702	140	250,000.00		203,735.20	203,735.20	80% Surplus Gas Tax Fund
Dade	8714	150	245,000.00		236,577.46	236,577.46	80% Surplus Gas Tax Fund
Dade	8717	103	5,790.00	1,850.00	250.00	2,100.00	80% Surplus Gas Tax Fund
Dade	8724	203	41,890.58	180.50	111.75	292.25	Balance from 1947
Dade	8751	250	35,000.00		23,831.35	23,831.35	80% Surplus
Duval	7202	175	500,000.00		456,464.25	456,464.25	F.S.L.C. (Advanced)
Duval	7202	177	501,080.00		3,400.00	3,400.00	F.S.L.C. (Advanced)
Duval	7204	175	550,000.00		487,362.44	487,362.44	F.S.L.C. (Advanced)
Duval	7204	178	80,000.00		27,915.50	27,915.50	F.S.L.C. (Advanced)
Duval	7209	176	605,720.00		19,826.00	19,826.00	F.S.L.C. (Advanced)
Duval	7210	201	40,000.00		7,500.00	7,500.00	80% Surplus
Escambia	4804	204	1,500.00		1,360.00	1,360.00	First Gas Tax Fund 4¢ Funds
Escambia	4805	150	20,000.00		13,984.54	13,984.54	80% Seventh Cent Gas Tax Fund
Franklin	4953	150	100.00		100.00	100.00	80% Seventh Cent Gas Tax Fund
Gadsden	5001	109	2,500.00		2,500.00	2,500.00	State Funds
Gilechrist	3102	201	12,143.49	2,917.80	7,810.25	10,728.05	20% Surplus
Gilechrist	3103	150	200.00		200.00	200.00	80% Seventh Cent Gas Tax Fund
Gilechrist	3175	101	10,902.02	9,012.10	1,889.92	10,902.02	80% Surplus
Gilechrist	3175	102	4,672.48	3,562.40	1,110.08	4,672.48	80% Surplus
Gulf	5101	202	8,493.00		8,493.00	8,493.00	State Funds
Gulf	5175	101	6,394.45	4,741.85		4,741.85	F.S.L.C.
Gulf	5175	102	105.55	105.55		105.55	F.S.L.C.
Gulf	5175	103	100.00	35.00		35.00	F.S.L.C.
Hamilton	3200	150	200.00		200.00	200.00	80% Seventh Cent Gas Tax Fund
Hamilton	3201	250	27,198.82		27,198.82	27,198.82	80% Seventh Cent Gas Tax Fund
Hamilton	3202	150	2,491.96		2,494.91	2,494.91	80% Surplus
Hamilton	3206	150	150.00		150.00	150.00	80% Seventh Cent Gas Tax Fund
Hamilton	3207	150	1,481.30		1,447.99	1,447.99	80% Surplus
Hamilton	3209	150	322.48		322.48	322.48	80% Seventh Cent Gas Tax Fund
Hamilton	3251	250	100.00		80.67	80.67	80% Seventh Cent Gas Tax Fund
Hernando	0808	150	14,000.00		12,470.25	12,470.25	Advance Funds from Secondary Fund
Highlands	0908	250	23,000.00		21,631.81	21,631.81	80% Surplus
Hillsborough	1007	202	25,000.00	17,315.50		17,315.50	State Funds
Holmes	5204	110	200.00		200.00	200.00	State Funds
Jackson	5302	206	70,000.00		65,011.29	65,011.29	80% Surplus
Jackson	5305	107	100.00		100.00	100.00	State Funds
Jackson	5305	301	4,900.00		4,927.25	4,927.25	State Funds
Jackson	5351	150	8,500.00		8,362.00	8,362.00	80% Seventh Cent Gas Tax Fund

TABULATION SHOWING EXPENDITURES FOR RIGHTS OF WAY FOR THE CALENDAR YEARS 1949 AND 1950

COUNTY	SECTION	JOB	AMOUNT ALLOCATED	1949 EXPENDITURES	1950 EXPENDITURES	TOTAL EXPENDITURES	SOURCE OF FUNDS
Jackson.....	5352	250	10,000.00		205.00	205.00	80% Seventh Cent Gas Tax Fund
Jefferson.....	5403	301	5,516.70		5,506.70	5,506.70	State Funds
Lafayette.....	3351	150	7,050.00		6,721.13	6,721.13	80% Seventh Cent Gas Tax Fund
Lafayette.....	3352	250	4,000.00		4,063.05	4,063.05	80% Seventh Cent Gas Tax Fund
Lake.....	1107	150	38,024.55		38,024.55	38,024.55	80% Seventh Cent Gas Tax Fund
Lake.....	1108	150	37,518.91		37,518.91	37,518.91	80% Seventh Cent Gas Tax Fund
Lake.....	1120	150	5,300.00		5,300.00	5,300.00	80% Seventh Cent Gas Tax Fund
Lee.....	1201	115	20,000.00				80% Surplus
Lee.....	1201	150	16,882.00		14,505.67	14,505.67	80% Surplus
Lee.....	1202	107	4,803.25	100.00		100.00	80% Surplus
Lee.....	1202	202	100,000.00		29,529.00	29,529.00	80% Surplus
Lee.....	1206	110	2,000.00		1,509.55	1,509.55	Transferred from 1252-150
Lee.....	1251	150	6,000.00				80% Surplus
Lee.....	1252	150	6,000.00		4,000.00	4,000.00	Transferred to 1206-110
Lee.....	1253	150	6,000.00				80% Surplus
Leon.....	5500	104	6,670.00	6,670.00		6,670.00	State Funds
Leon.....	5575	101	508.75	508.75		508.75	State Funds
Leon.....	5575	102	1,330.00	1,329.10		1,329.10	State Funds
Leon.....	5575	103	1,373.45	1,373.38		1,373.38	State Funds
Leon.....	5575	104	1,950.00	1,898.25		1,898.25	State Funds
Leon.....	5575	105	4,415.00	4,347.75		4,347.75	State Funds
Leon.....	5575	106	327.75	327.25		327.25	State Funds
Leon.....	5575	107	800.00	800.00		800.00	State Funds
Leon.....	5575	108	3,060.00	2,821.97		2,821.97	State Funds
Leon.....	5575	109	6,327.00	6,130.66		6,130.66	State Funds
Levy.....	3401	201	6,000.00	6,003.50		6,003.50	80% Surplus
Liberty.....	5606	150	5,714.20	5,714.20		5,714.20	80% Seventh Cent Gas Tax Fund
Madison.....	3551	250	4,650.00		4,650.00	4,650.00	80% Seventh Cent Gas Tax Fund
Madison.....	3575	104	6,000.00		5,400.00	5,400.00	F.S.I.C.
Madison.....	3575	150	15,000.00		13,067.50	13,067.50	80% Surplus
Manatee.....	1304	150	50,000.00		37,481.20	37,481.20	80% Surplus
Manatee.....	1312	150	242,000.00		231,316.20	231,316.20	80% Surplus
Marion.....	3601	150	192,500.00		182,835.99	182,835.99	80% Seventh Cent Gas Tax Fund
Marion.....	3603	150	212,000.00		205,728.54	205,728.54	80% Seventh Cent Gas Tax Fund
Marion.....	3604	150	10,000.00		8,785.00	8,785.00	80% Seventh Cent Gas Tax Fund
Marion.....	3608	150	500.00				80% Seventh Cent Gas Tax Fund
Okaloosa.....	5701	203	6,200.00		3,245.45	3,245.45	State Funds
Okaloosa.....	5710	104	1,500.00	1,235.50		1,235.50	State Funds
Osceola.....	9250	250	2,668.50				80% Seventh Cent Gas Tax Fund
Palm Beach.....	9322	201	30,569.40	27,764.60		27,764.60	80% Surplus
Palm Beach.....	9375	101	25,000.00	3,400.00		3,400.00	F.S.I.C.
Palm Beach.....	9375	102	20,000.00	14,100.00		14,100.00	F.S.I.C.
Palm Beach.....	9375	104	1,000.00	660.00		660.00	F.S.I.C.
Palm Beach.....	9375	106	130,000.00	7,089.50		7,089.50	F.S.I.C.
Palm Beach.....	9375	107	5,397.95		5,397.75	5,397.75	F.S.I.C.
Palm Beach.....	9375	109	12,000.00		4,720.00	4,720.00	F.S.I.C.
Palm Beach.....	9375	111	25,000.00	375.00	6,288.85	6,663.85	F.S.I.C.
Palm Beach.....	9375	113	17,162.22	8,460.18	8,702.04	17,162.22	F.S.I.C.
Palm Beach.....	9375	114	8,422.20		8,422.20	8,422.20	F.S.I.C.
Palm Beach.....	9375	115	1,390.00		1,390.00	1,390.00	F.S.I.C.
Pasco.....	1417	201	42,300.00		33,234.28	33,234.28	State Funds
Pinellas.....	1515	105	128,295.70		128,295.70	128,295.70	80% Seventh Cent Gas Tax Fund
Pinellas.....	1515	150	136,000.00		69,466.00	69,466.00	80% Seventh Cent Gas Tax Fund
Pinellas.....	1515	151	20,000.00		5,639.51	5,639.51	80% Seventh Cent Gas Tax Fund
Putnam.....	7601	204	24,556.41	9,610.77	12,688.08	22,298.85	80% Surplus

Santa Rosa.....	5801	208	5,000.00		170.00	170.00	4¢ Fund
Santa Rosa.....	5801	209	172.20		172.20	172.20	State Funds
Santa Rosa.....	5086	103	6,000.00	5,499.89		5,499.89	State Funds
Santa Rosa.....	5807	201	4,604.00	5,603.81		5,603.81	20% Surplus
Santa Rosa.....	5809	102	1,356.40	650.00		650.00	20% Surplus
Santa Rosa.....	5851	250	1,000.00		984.65	984.65	80% Surplus
Santa Rosa.....	5852	150	2,000.00		2,028.20	2,028.20	80% Seventh Cent Gas Tax Fund
Sarasota.....	1701	203	200.00		25.00	25.00	First Gas Tax 4¢ Funds
Sarasota.....	1712	102	70,000.00		67,837.10	67,837.10	State Funds
Sunter.....	1802	150	26,000.00		23,309.35	23,309.35	80% Surplus & 80% Seventh Cent Gas Tax Fund
Suwannee.....	3701	201	46,843.48		46,843.48	46,843.48	State Funds
Suwannee.....	3707	202	9,262.33	9,117.36		9,117.36	80% Surplus
Taylor.....	3810	201	11,900.00	5,515.00		5,515.00	80% Surplus
Taylor.....	3851	150	1,000.00		915.00	915.00	80% Seventh Cent Gas Tax Fund
Taylor.....	3853	150	550.00		550.00	550.00	80% Seventh Cent Gas Tax Fund
Union.....	3950	150	300.00				80% Seventh Cent Gas Tax Fund
Volusia.....	7904	204	199,066.47	107,887.83	21,474.15	129,361.98	80% Surplus
Volusia.....	7908	110	16,100.00		16,100.00	16,100.00	State Funds
Volusia.....	9903	201	734,112.28	311,260.60	413,895.21	725,155.81	80% Surplus
Walton.....	6001	201	4,638.15	2,000.00	2,692.10	4,692.10	State Funds
Walton.....	6012	201	3,000.00	1,450.79	1,377.25	2,828.04	80% Surplus
Walton.....	6017	103	620.09		620.09	620.09	80% Surplus
Walton.....	6051	150	1,012.38		1,012.38	1,012.38	80% Surplus
Walton.....	6053	150	125.00		125.00	125.00	80% Seventh Cent Gas Tax Fund
Washington.....	6101	205	2,500.00		7.50	7.50	First Gas Tax Fund 4¢
Total.....			\$ 6,136,124.62	\$ 669,185.63	\$ 3,451,801.27	\$ 4,120,986.90	

ROSE PRINTING COMPANY, TALLAHASSEE, FLORIDA